



Camellia–Rosehill Place Strategy

August 2022

Acknowledgement

The Department of Planning and Environment acknowledges the Traditional Custodians of the land and pays respect to Elders past, present and future. We honour Australian Aboriginal and Torres Strait Islander peoples' unique cultural and spiritual relationships to place, and rich contribution to society. To that end, our work seeks to uphold the idea that if we care for Country, it will care for us.

Camellia–Rosehill, a place of creeks and rivers, is an important meeting place for Aboriginal peoples – a place of gathering for trade and cultural exchange between the east and west, saltwater and freshwater peoples. Through the Camellia–Rosehill Place Strategy, we commit to helping support the health and wellbeing of Country by valuing, respecting and being guided by Aboriginal people.

For this project we would like to acknowledge the Burramattagal – the place (Nura) and people (yura) of the Dharug nation on which Camellia–Rosehill sits. We recognise their history and pay respect to their culture, connection to their lands, waterways, sky and surrounding clan groups.

We seek to genuinely recognise the needs and aspirations of the Burramattagal people (yura) and imagine this place through the eyes of Dharug Custodians. This is our chance to heal and restore the land, waters and cultural heritage of Camellia–Rosehill and make this precinct an exemplar of recovery and restoration – a place of not just economic prosperity but also for sharing stories, celebrating resilience and a better future.

Our recognition of these sovereign lands is expressed with deep reverence, connection and commitment to the protocols of old ways, as we tread gently in the footsteps of our ancestors to pave the way for a better future for all people.

Image on front cover: Artist's impression of the Camellia–Rosehill precinct in 2041
Artwork (left) by Nikita Ridgeway

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Camellia–Rosehill Place Strategy

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Executive summary

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Artist's impression of the town centre

New investment and infrastructure in Camellia–Rosehill –one of Parramatta’s strategically important riverside precincts –provides a significant opportunity to create a clean, green, and sustainable place for the community to live, work and enjoy.

This place strategy
will enable up to



15,400
jobs



10,000
homes



for around
24,000
people

The *Camellia–Rosehill Place Strategy* is an integrated 20-year vision to breathe new life into the precinct, which has long held potential to make better use of its most vital asset –the Parramatta River.

The *Camellia–Rosehill Place Strategy* sets out an approach to create a vibrant 18-hour entertainment precinct, a thriving residential town centre with supporting retail outlets, and a new urban services precinct. It does this while recognising and retaining strategically significant industrial land.

The strategy provides a coordinated and integrated approach to achieving good place outcomes; all premised on Caring for Country. This will allow the precinct to grow and thrive.

In all, this place strategy will enable up to 15,400 jobs and 10,000 homes for around 24,000 people, supported by a network of new open space and social infrastructure.

About this place strategy

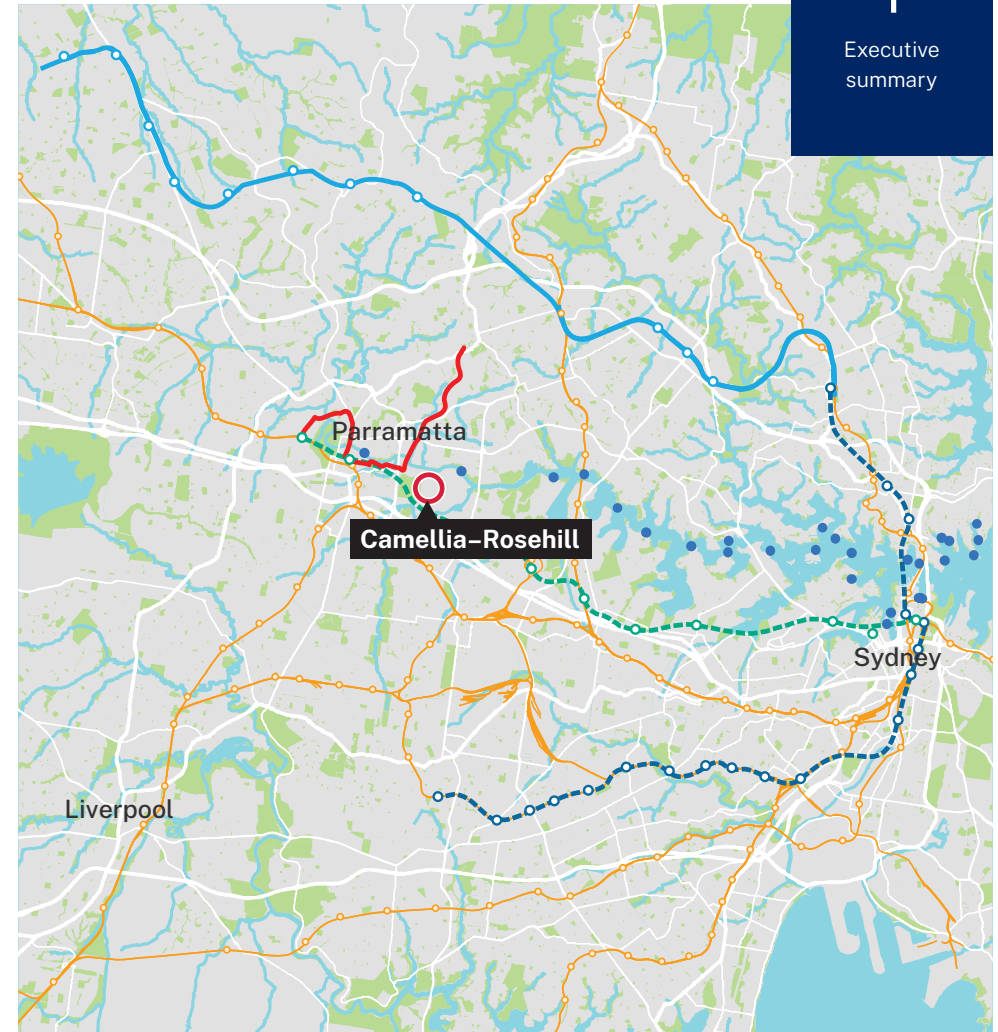
This place strategy has been prepared in collaboration with the City of Parramatta Council, Cumberland City Council, state agencies, Aboriginal stakeholders, the community and landowners. The aim of this place strategy is to build on current economic and employment opportunities, supported by new residential development, improved connectivity and an integrated and holistic approach to environmental management and sustainability. This in turn will create a place where people love to live, work and enjoy. It will lay the foundations to create a cleaner, greener and more sustainable precinct.

The precinct covers approximately 320 hectares of land across the suburbs of Camellia, Rosehill and a portion of Clyde within the Central River City. The precinct is defined by Parramatta River to the north, Duck River to the east, the M4 Motorway to the south and James Ruse Drive to the west, all of which form physical boundaries.

This place strategy provides an integrated 20-year vision that recognises the strategic attributes of the precinct and guides future land-use and infrastructure investment decisions, which can be delivered with the support of state and local agencies.

The place strategy represents the analysis of opportunities and challenges informed by technical studies that build on the significant body of strategic work undertaken to date. From this analysis, we have developed a spatial master plan. We have also drawn from extensive community and stakeholder consultation, including the most recent consultations on the *Directions for Camellia–Rosehill Place Strategy* paper and the exhibited draft version of this place strategy.

Figure 1: Context map of Camellia–Rosehill



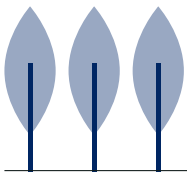
Legend

- Sydney Trains Suburban Railway
- Parramatta Light Rail (Stage 1)
- Sydney Metro North West
- Sydney Metro West
- Sydney Metro City & Southwest
- Ferry stop
- Major roads
- Open space



Artist's impression of the future potential
Camellia–Rosehill Precinct

The vision



Camellia–Rosehill has an important strategic role as an industry and employment hub within the Greater Parramatta and Olympic Peninsula (GPOP) Economic Corridor. By 2041, the precinct will be enhanced with service and circular economy industries and new recreational and entertainment facilities, all enabled by better transport access via light rail, active transport and road connections.

A well-designed town centre next to the light rail stop will be the focus of community activity. New homes and jobs will be close to public transport, supported by new quality public spaces including public open spaces,

public facilities, high quality street infrastructure, and walking and cycling connections.

A new urban services precinct and retention of heavy industrial land will ensure Camellia–Rosehill fulfills its potential to be an employment powerhouse.

Key environmental features such as Parramatta River, Duck River and their wetlands will be protected and enhanced. Camellia's rich heritage will be preserved, celebrated and promoted. Country and culture will be valued and respected with the renewal guided by Aboriginal people.

The precinct will be net zero ready and set a new standard for environmental sustainability with embedded renewable energy networks, integrated remediation and water management strategies and circular economy industries.

Recycled water will be connected to all residences, businesses and public spaces and will support the integrated network of green infrastructure.

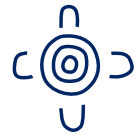
Camellia will be a showcase of recovery and restoration – a place of economic prosperity but also a place where people love to live, work and enjoy.

Achieving the vision for Camellia–Rosehill

Using a master planning approach, this place strategy establishes:

- 5 strategic directions, each with related principles and actions
- a master plan that provides a land-use framework for future development across a series of ‘sub-precincts’, includes an infrastructure plan and establishes design criteria.

The 5 strategic directions are key interventions that require coordination between, and resourcing from, multiple state agencies, councils and industry.



1

Recognise and celebrate Country (Nura) and heritage by building on the significant Aboriginal cultural history of the precinct as unique opportunities for place making. This includes embedding within the master plan principles to promote Aboriginal cultural heritage values and Caring for Country principles.



2

Boost economic activity and employment opportunities by leveraging the central location, existing assets and external drivers to maximise the precinct’s capacity to operate as an innovation and emerging technology hub, create a new town centre, and build on the Rosehill Garden Racecourse to create a new and enhanced entertainment precinct.



3

Improve access and sustainable travel options and choices through integrated place-making, road access configuration and innovative parking solutions that will encourage public transport as the primary mode of access for residential uses. New and enhanced road connections will address mobility and place conflicts between different modes and increase the productivity capacity of the precinct for current and new businesses.



4

Deliver high-quality place outcomes through residential development in the town centre, which will enable delivery of a diversity of housing opportunities that would complement the Parramatta CBD and the Central River City and help meet housing demand. New housing will be supported by educational facilities and public spaces including parks and sporting spaces, all in accessible locations. Land-use conflict will be managed through appropriate buffer zones, with design features to minimise noise, air, vibration, hazard risk and visual impacts.



5

Be net zero ready by 2040 and deliver a holistic approach to environmental management and sustainability, which includes the integration of precinct-wide remediation measures, integrated water cycle management, circular economy industries and sustainability initiatives to enable Camellia–Rosehill to become a net-zero precinct by 2040.

The place strategy considers these strategic directions while focusing on the attributes of 3 sub-precincts that together make up Camellia–Rosehill.



The front door

An active town centre and entertainment sub-precinct includes extensive riverfront areas and capitalises on the Parramatta Light Rail investment and improved access to James Ruse Drive. New homes, jobs, cafés, restaurants, entertainment, recreation and local services will be located close to transport connections in an attractive place for people to live, work and visit. Rosehill Gardens, along with areas of restaurants, bars, cafes and other entertainment venues, will provide a vibrant night-time economy serving the precinct and the broader Central River City.



The transition area

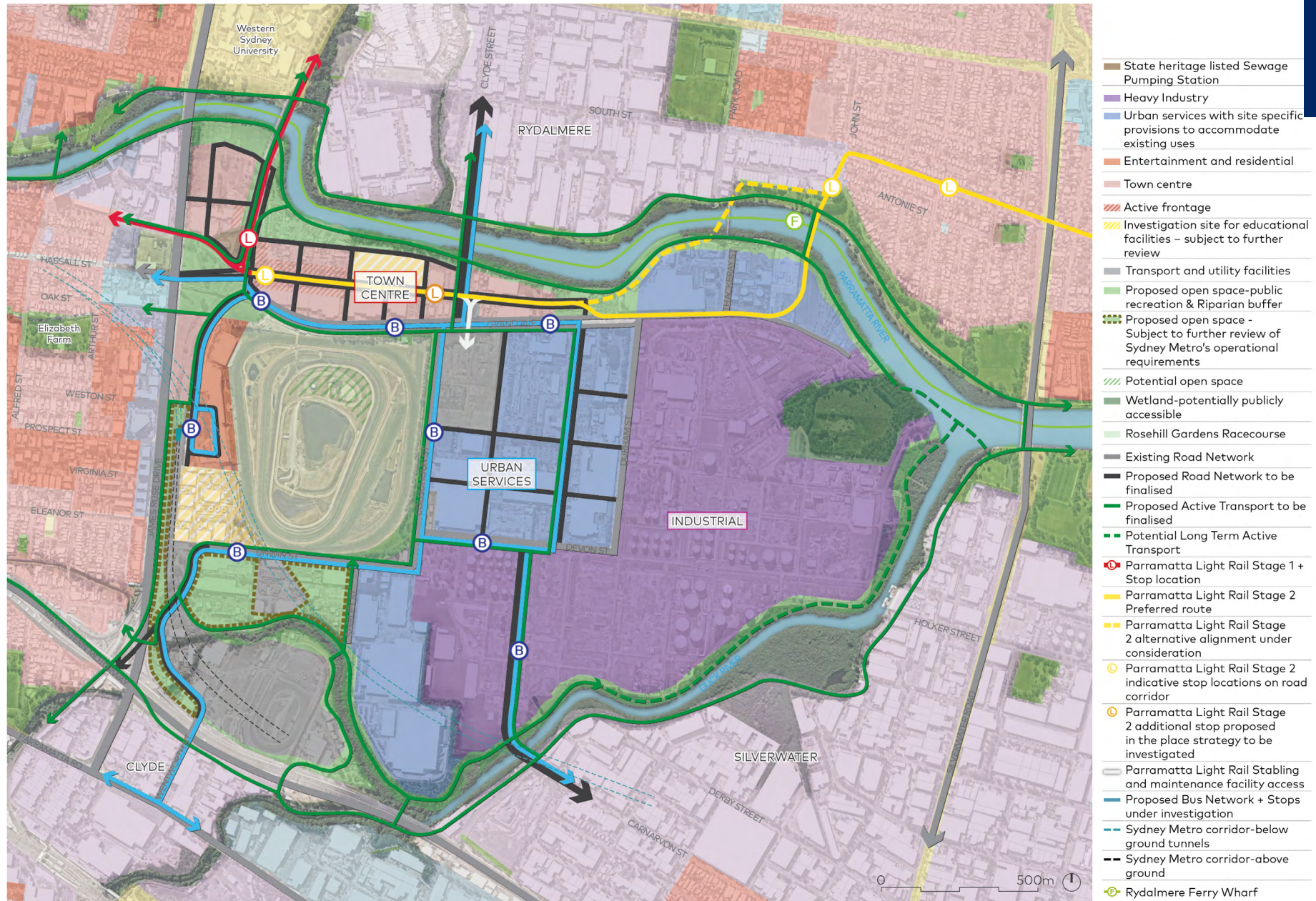
The urban services sub-precinct, east and south of the town centre, forms a new business activity corridor and a buffer between residential and industrial uses. This area will support the overall development of the City of Parramatta by providing land for service activity that supports businesses and people. It will create jobs, and has the potential to encourage research, innovation and emerging technologies to support other industries in the precinct, in the Parramatta CBD and beyond.



The backyard

The industry sub-precinct to the east and south accommodates heavy industry and other employment-generating land uses. Leveraging its strategic location within the Central River City, this sub-precinct will build on energy, recycling and water infrastructure to become an innovative circular economy precinct.

Figure 2: Overview Camellia–Rosehill Master Plan



The challenges

The precinct is constrained by a range of physical and environmental challenges such as flooding, contamination, hazard risk, limited transport access and odour and noise impacts. These issues need to be addressed holistically and with a strategic vision in mind.

Addressing the challenges and maximising opportunities is complex and costly and will demand significant planning interventions and investment. It will require innovative thinking and striking the right balance between productivity, liveability and sustainability outcomes.

To meet the challenges, various public and private sector stakeholders will need to work in partnership. This strategy has been informed by various technical studies and identifies the potential scope and staging of required essential infrastructure, as well as the associated delivery and funding mechanisms.

Camellia–Rosehill Precinct in the current day.
Credit: Transport for NSW



Implementation

The Department of Planning and Environment (department) will continue to lead the delivery of this place strategy, with the Camellia–Rosehill Project Control Group as a steering committee and collaboration between state agencies, council and industry as a priority.

A ministerial direction under section 9.1 of the *Environmental Planning and Assessment Act 1979* enables development to progress in line with this place strategy and infrastructure opportunities.

The Place Strategy is proposed to be implemented through larger scale planning proposals to ensure a precinct-wide approach is taken to resolving key considerations.

Given the complexity of these matters, and the need to deliver a holistic, coordinated solution, it is proposed that the rezoning process will be undertaken on a precinct-wide basis, led by either the Department of Planning and Environment, or the City of Parramatta Council. It is not proposed to consider site specific planning proposals given a precinct-wide approach is required to implement the Place Strategy.

Subsequently, a state or council-led rezoning will give effect to this place strategy through updated planning controls in the City of Parramatta’s Local Environmental Plan. This will be supported by

site specific development controls, which will set the framework for the implementation of more detailed design and planning controls established in this place strategy.

The successful delivery of this place strategy for Camellia–Rosehill will require substantial investment over many years. The infrastructure proposals identified in this place strategy are subject to further development scoping, business cases and investment decisions. This place strategy includes an infrastructure development plan that will be further informed through the next stage of detailed project evaluation and funding assessment, which will also set the framework for developer contributions and consider the staging of public infrastructure delivery.

Infrastructure delivery and remediation will determine how quickly future growth can happen. As a priority, further analysis of traffic implications and validation of transport initiatives, as well as preparation of detailed infrastructure delivery plans, must be done to implement this place strategy. This work will set capacity thresholds, priorities, a detailed staging plan and more certain funding requirements.

Planning

- *Camellia–Rosehill Place Strategy* endorsed with ministerial section 9.1 direction
- This ensures consistency of future planning proposals with the place strategy

Implementation

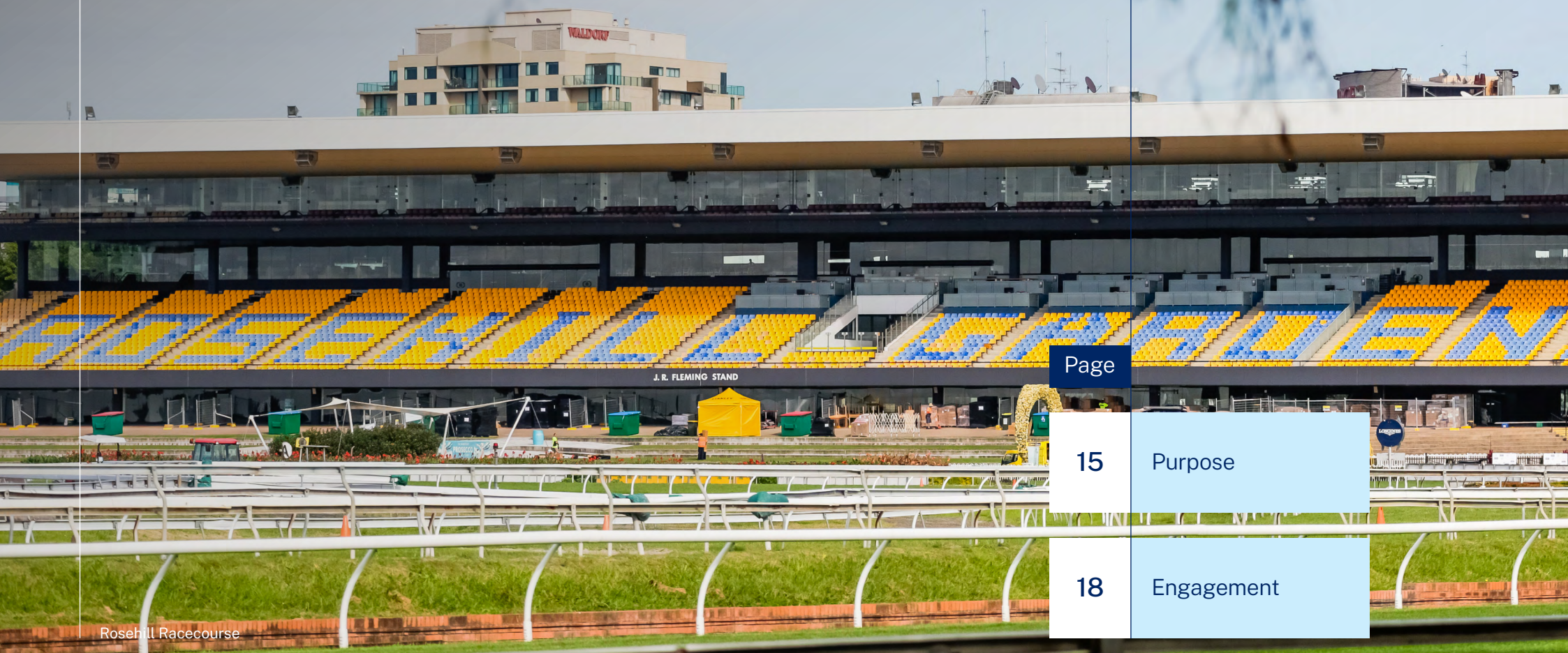
- State or council-led rezoning
- Gives effect to the place strategy through updated planning controls in the local environmental plan
- Infrastructure framework and Strategic Business Case/s developed to confirm costs, timing and lock in funding sources
- Detailed master plan supported by site specific development controls

Delivery

- Development applications
- Planning and delivery of infrastructure funded through a range of mechanisms
- Staged delivery of infrastructure to support growth

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Introduction



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Purpose

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Engagement



Camellia–Rosehill sits within the City of Parramatta Local Government Area (LGA) on Burramuttagal Country (Nura). It is a strategically important riverside precinct in the heart of the Central River City. Located within the Greater Parramatta and Olympic Peninsula (GPOP) Economic Corridor, the precinct has a rich history of industry and productivity. However, poor environmental management, land contamination and access constraints have resulted in an underutilised and unattractive area.

This place strategy seeks to strike a balance between the need for urban development and retention of employment lands, which are critical to the city’s functioning. A shared vision, and ongoing partnership between local councils, state agencies, landowners and developers will be key to the success of the precinct.

Building on its strategic location, current economic profile and assets, Camellia–Rosehill has the potential to be a clean, green and sustainable place.

This *Camellia–Rosehill Place Strategy* aims to unlock this potential. It builds on the foundation of industry and coexisting water, energy and transport uses, as well as entertainment provided through Rosehill Gardens Racecourse, to generate a range of employment types. Promoting the area’s pre-colonial history as a gathering place of trade and cultural exchange, this place strategy seeks to create a place that people love to live, work and visit. This can only be achieved through the recognition and guidance of Dharug people.



Camellia–Rosehill is a strategically important riverside precinct in the heart of the Central River City.

Above: Parramatta River looking south-west to Camellia

Purpose

This place strategy is ambitious yet considered, setting the scene for a staged approach to development and transformation of this strategically important riverside precinct.

The department has been tasked to lead the development of the *Camellia–Rosehill Place Strategy*. We have prepared the place strategy in collaboration with the City of Parramatta Council, Cumberland City Council, state agencies, and Aboriginal stakeholders and sought input from the community and landowners. To support this place strategy, we have completed an integrated master plan

and several technical studies that have identified and analysed the challenges and opportunities for growth in the Camellia–Rosehill Precinct. A significant body of strategic work has been completed and more is underway.

By building on Camellia–Rosehill's strengths, this place strategy –aligned with other strategic work across government –provides the foundations to support the area's evolution. It establishes a framework to create capacity for 15,400 jobs and up to 10,000 new dwellings over the next 20 years.



Parkland and pedestrian walkways along Parramatta River. Credit: Destination NSW

This place strategy creates a 20-year integrated vision for Camellia–Rosehill that:



recognises the strategic attributes of the precinct



enables Aboriginal people to connect to Country (Nura) and their culture and inform and guide the transformation



guides future land-use and infrastructure investment decisions

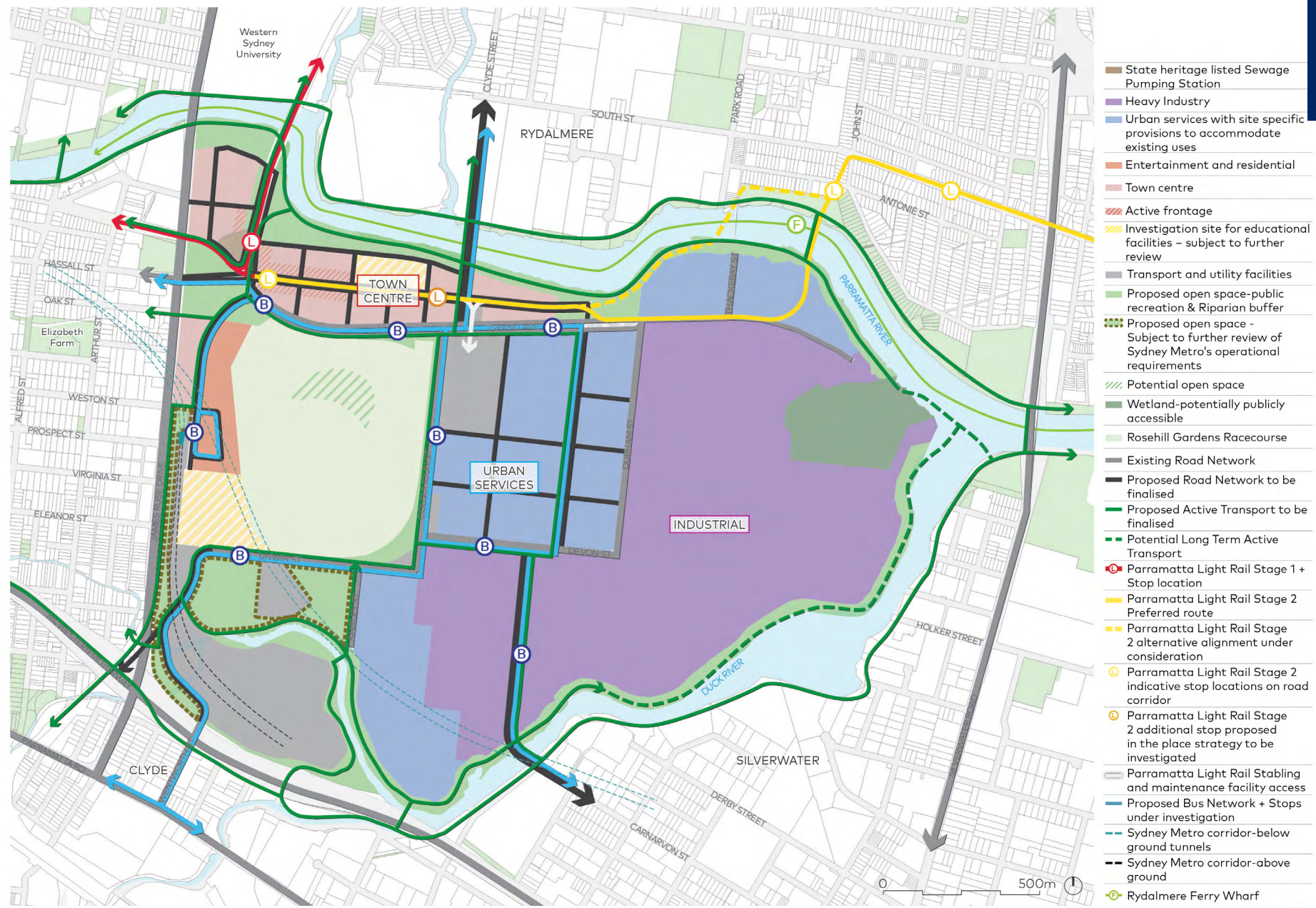


can be delivered with the support of state and local agencies



ensures growth is aligned with adequate infrastructure provision

Figure 3: Integrated Master Plan



2016



\$496.6m

Approximate contribution to the NSW economy Gross Value Added (GVA), including from:



\$102m
wholesale trade



\$82m
transport, postal and warehousing

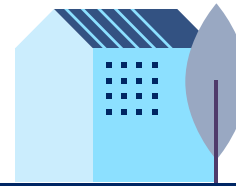


\$47m
public administration and safety



43%

of which were industrial jobs in key sectors such as transport and logistics, construction and retail/wholesale trade



Planned by 2041



54.5ha

of public open space with a range of parks, play and sporting spaces + 6.4ha publicly accessible private open space within the racecourse



A new and enhanced entertainment precinct adjacent to Rosehill Gardens Racecourse



Capacity for up to
15,400
jobs

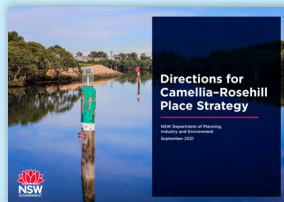


Capacity for up to
10,000
dwellings



>\$1.6b
Investment in transport and social infrastructure

Engagement



32 submissions were received
from 15 September – 13 October 2021

2

Introduction

This place strategy has been developed using the department's collaborative approach to precinct development. This involved consultation with the City of Parramatta Council, Cumberland City Council, businesses, industry bodies and the community. It also included working with state agencies such as Transport for NSW, the Greater Sydney Commission (now Greater Cities Commission, for the purposes of this place strategy it will remain the Greater Sydney Commission), the Environment Protection Authority, Sydney Water, and School Infrastructure NSW.

Building on the studies and community input previously provided for the [Draft Camellia Land Use and Infrastructure Strategy](#) in 2015 and the [Draft Camellia Town Centre Master Plan](#) in 2018, the place strategy development has included a range of opportunities for engagement and input.

We took presentations from landowners as part of an 'enquiry by design' process, hosted a 'drop-in' engagement session, held one-on-one and collaborative meetings and workshops, and released two reports for formal community feedback – the 'Directions for Camellia-Rosehill Place Strategy Paper' to inform and guide the development of the *Camellia-Rosehill Place Strategy*, and then the *draft Camellia-Rosehill Place Strategy*. All submissions have been considered in the creation of this document, the final *Camellia-Rosehill Place Strategy*.

Running parallel has been a 'Connecting with Country' process. We have been working with Aboriginal stakeholders, who have contributed to and helped shape the master plan and place strategy for the precinct and provided valuable insights to the project. The 'Connecting with Country' process will continue through the future stages of the master planning and development processes.

Directions for Camellia-Rosehill Place Strategy paper

The *Directions for Camellia-Rosehill Place Strategy* paper was exhibited from 15 September to 13 October 2021, during which time the department held a number of meetings with landowners and state agencies. We received a total of 32 submissions from a range of landowners, peak bodies, state and local governments, and community members. Key themes raised in submissions included:

- the importance of transport improvements, both now and as the precinct evolves over the coming years, with particular emphasis on providing an extensive network of active transport links, building additional road connections to the precinct, and delivering a strong public transport network
- ensuring transitions between different land uses was carefully managed to avoid amenity impacts between different uses

- support for the proposed vision of developing a residential town centre while preserving and enhancing the precinct's position as an employment hub
- the importance of protecting and enhancing the environmental areas of the precinct
- a range of suggestions and comments on the provision of social infrastructure, particularly regarding the amount of infrastructure to be provided, and how it should be funded.

The place strategy approach proposed in the directions paper was reviewed and refined in response to the feedback received and was presented in the *draft Camellia-Rosehill Place Strategy* for further comment.

To see a full report on our engagement, the submissions received on the Directions Paper, and how we responded, please see the What We Heard report on the department's [Camellia-Rosehill webpage](#).

Draft Camellia–Rosehill Place Strategy

Submissions to the *Directions for Camellia–Rosehill Place Strategy* paper, along with additional consultation and further studies contributed to the creation of the *Draft Camellia–Rosehill Place Strategy*. This document, along with supporting technical studies, was exhibited from 17 December 2021 to 4 March 2022.

During the exhibition period, the department sent letters to landowners in the precinct and postcards to residents in the surrounding area, sent emails to project subscribers, ran interactive webinars tailored to the local community and businesses, held one-on-one ‘Talk to a Planner’ sessions, and undertook a social media advertising campaign.



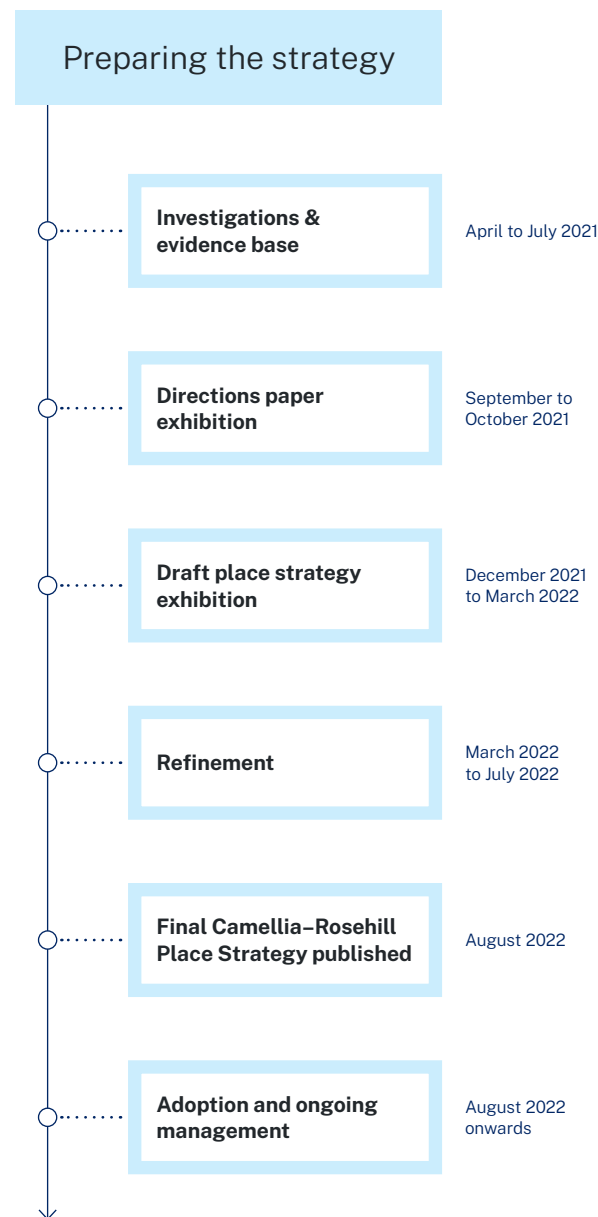
46 

submissions were received
from 17 December 2021 – 4 March
2022

A total of 46 submissions were received, from a range of local community members, state and local government bodies, landowners, and industry organisations. Submissions raised a wide range of topics, including:

- the provision of additional road connections and targeted upgrades of the existing network is critical to enabling the revitalisation of the precinct the need to manage environmental factors – especially flooding and contamination – in a coordinated and holistic manner
- ensuring the different land uses were of an appropriate density and location
- there was suitable social infrastructure (including open space) planned for the future community in the precinct.

Detailed information on the submissions received, and how the department has responded to them, are available in the *Finalisation Report for the Camellia–Rosehill Place Strategy*, which can be found on the department’s [Camellia–Rosehill webpage](#).



3

Planning and policy context

View of the Camellia-Rosehill precinct and surrounds from the Parramatta CBD.

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Overall planning context



Overall planning context

This place strategy aims to build on the strengths of the area and represents a major opportunity to address several key NSW Government policies, commitments and priorities.

Camellia was identified by the NSW Government as a priority growth area in 2014 following the release of the City of Parramatta Council's '*Camellia - 21st Century Business, Industry and Entertainment Precinct*', which was the first step towards agreeing a long-term vision.

This resulted in the [Draft Camellia Land Use and Infrastructure Strategy](#) in 2015 and subsequently the development of the [Draft Camellia Town Centre Master Plan](#) in 2018.

Work on the town centre plan was paused pending outcomes of the Greater Sydney Commission's 2019 draft 'Place-based Infrastructure Compact' (PIC) pilot, which aimed to ensure infrastructure delivery was matched with growth across the 26 precincts in the GPOP corridor.

Several government investment decisions were also pending and have since been made. This included the delivery of Parramatta Light Rail Stage 1 and the stabling yards at Camellia, and the decision not to proceed with a metro station within the precinct due to identified environmental constraints.

In March 2020, the Greater Sydney Commission submitted [final recommendations to the NSW Government](#) on the draft [A City Supported by Infrastructure Place-based Infrastructure Compact Pilot \(PIC\)](#) for GPOP. Camellia was recommended to be retained and enhanced its current employment uses, with a potential review as new transformative infrastructure is delivered. This was due to the relatively high cost of delivering this precinct compared to other precincts in the GPOP corridor.

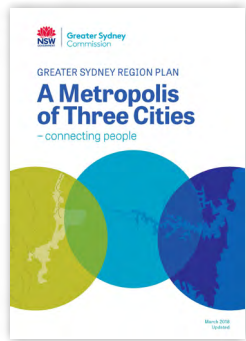
However, the Greater Sydney Commission also recommended (Recommendation 10) that, if the NSW Government wants to progress a town centre (in the form of the 2018 plan or a modified form), before it makes any rezoning decisions it should give consideration to:

- industrial and urban services land objectives and priorities set out in the *Greater Sydney Region Plan* and *Central City District Plan*
- a precinct-wide remediation strategy for the Camellia–Rosehill and Camellia Industrial precincts, supported by independent cost estimates
- an affordable traffic and transport solution to support the intensity of trips generated by a town centre in this location, with the funding required for this infrastructure
- land-use conflict matters that may arise from noise, odour, lighting, hours of operation and heavy vehicle traffic impacts from industrial activities in the area.

In December 2020, in reply to the Greater Sydney Commission's Recommendations report, the NSW Government released a response and implementation strategy. It determined that a coordinated and strategic approach was needed and proposed that a place strategy be prepared for the whole precinct drawing on previous work and ongoing collaboration with industry, the community, Council and state agencies.

In September 2021, the department released the [Directions for Camellia–Rosehill Place Strategy](#) paper, which set the roadmap for the creation of a place strategy and sought input from interested stakeholders on key considerations and directions for the precinct.

This place strategy seeks to piece together the various strategic planning work undertaken to date and set the future direction for the Camellia–Rosehill precinct.

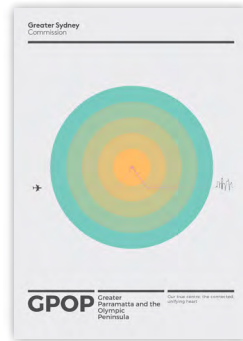


Greater Sydney Region Plan

Greater Sydney Region Plan – A Metropolis of Three Cities is a 40-year vision and 20-year plan to manage growth and change across Greater Sydney. It is built on a vision of Greater Sydney as a single metropolis made up of 3 interconnected cities, where most residents live within 30 minutes of their jobs, education and health facilities, services and recreation places.

Camellia–Rosehill is located within the Central River City and GPOP economic corridor that covers Westmead health and education precinct; advanced technology and urban service sectors in Camellia, Rydalmere, Silverwater and Auburn; and the Sydney Olympic Park lifestyle precinct. This area is, and will continue to, experience significant change as it transitions away from its current land uses and undergoes redevelopment.

The *Greater Sydney Region Plan* also plans for Greater Sydney’s future in the context of 5 separate districts of the city. Camellia–Rosehill is located in the Central City district.

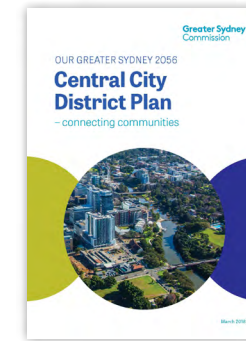


GPOP Vision

The *Greater Sydney Region Plan* recognises and builds on the Greater Sydney Commission’s October 2016 published vision for GPOP to become the Central City’s connected and unifying heart. It identifies that collaboration is required to deliver this and that a growth infrastructure compact will be needed to ensure infrastructure development is aligned to growth.

The GPOP vision establishes 4 ‘quarters’ for the creation of jobs and housing linked by the Parramatta River and Parramatta Light Rail, as well as a metro in the future. Two quarters include a focus on Camellia–Rosehill (Figure 4), contingent on a traffic and transport solution:

- Quarter 2: Next generation living – Camellia was envisioned to be part of a 21st-century living, learning and leisure district. It will comprise a mix of medium- to high-density housing types with nearby education, research, retail, recreation and entertainment facilities providing all the conveniences of ‘inner-city’ living.
- Quarter 3: Essential urban services, advanced technology and knowledge sectors – These areas are to be protected for economic and employment purposes.



Central City District Plan

The *Central City District Plan* is the 20-year plan to manage the growth and change of the Central City to fulfil the vision of the *Greater Sydney Region Plan*. The *Central District Plan* identifies a number of strategic priorities for Camellia–Rosehill. It:

- reconfirms Camellia as one of 12 next-generation housing precincts to complement and support the advanced technology/highly skilled jobs precinct, underpinned by water, energy and transport services
- identifies that industrial and urban service land within Camellia is to be reviewed and managed
- emphasises a focus on coexisting water, energy and transport uses generating a range of employment types, including highly skilled jobs
- links parks, bushland, playgrounds and waterways through the Greater Sydney Green Grid, with enhanced opportunities for safe walking and cycling paths – Parramatta River and Duck River are identified as district green grid priorities for the Central City.



Greater Parramatta Interim Land Use and Infrastructure Implementation Plan

The department developed an interim planning framework in 2017 – the *Greater Parramatta Interim Land Use and Infrastructure Implementation Plan* – to deliver the GPOP vision.

This implementation plan makes provision for 10,000 homes and 8,850 jobs in Camellia by 2036. This is implemented through ministerial direction 1.7 *Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan*.



Future Transport 2056

Future Transport 2056 provides an integrated transport vision for NSW.

Parramatta Light Rail Stage 1 passes through the precinct and is under construction, with passenger services expected to begin in 2023. Planning and development of Parramatta Light Rail Stage 2 is underway, with two routes being investigated that have the potential to service the north-eastern area of the precinct. The Sydney Metro West alignment connecting stops at Parramatta CBD and Sydney Olympic Park transects the precinct.

Early infrastructure initiatives for Camellia–Rosehill include transport initiatives that are key to addressing transport access issues, namely upgrades to James Ruse Drive/Grand Avenue and connection to the M4 Western motorway.

Broader initiatives include new cycle and pedestrian infrastructure, local walking connections and bus connections.



Local strategic planning documents

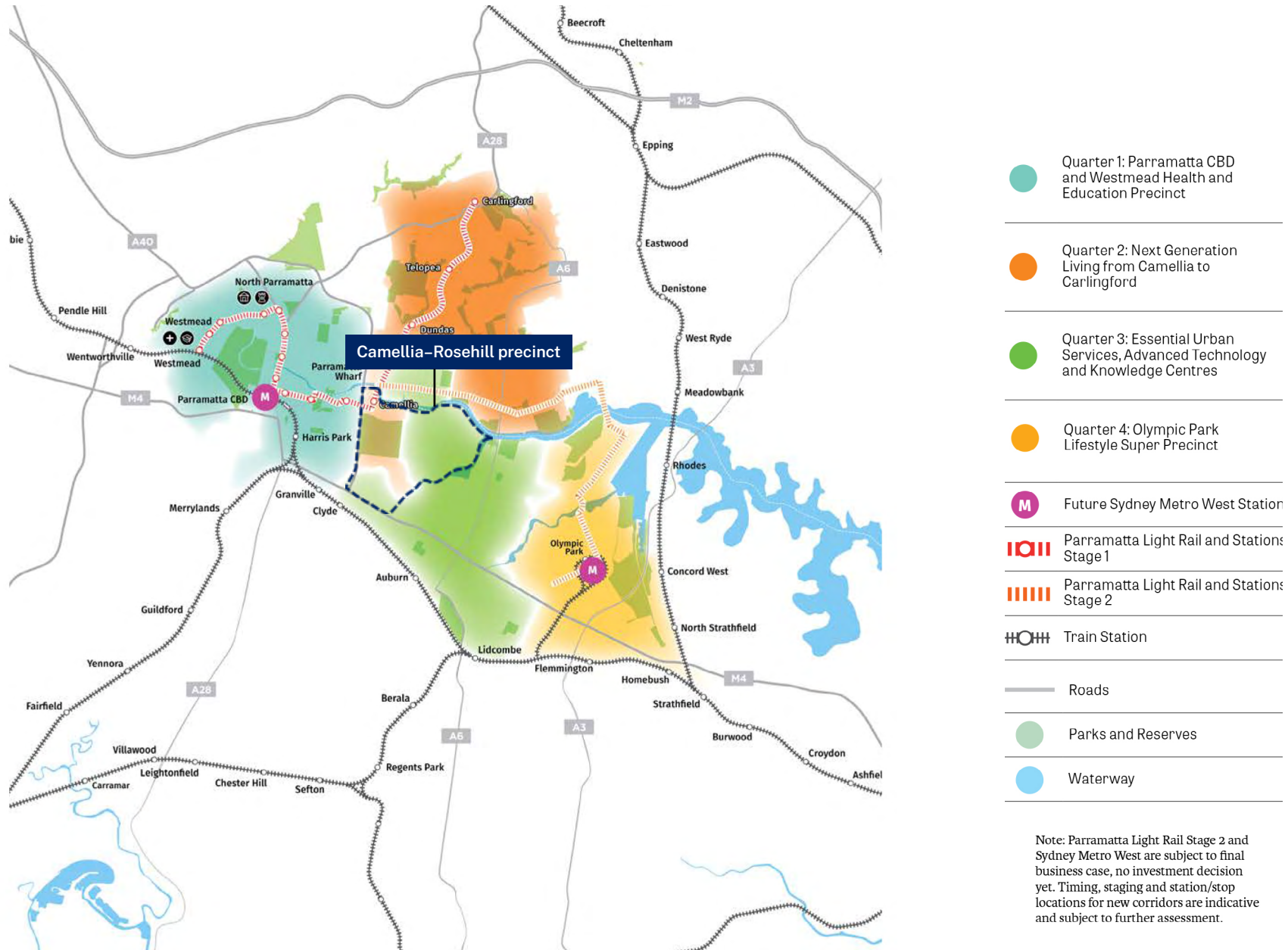
This place strategy is also informed by City of Parramatta Council's *Parramatta Local Strategic Planning Statement*, *Parramatta Employment Lands Strategy* (updated) and *Parramatta Local Housing Strategy*. It also considers other strategic planning documents including Council's *Economic Development Plan*, *Night City Framework*, *Community Infrastructure Strategy*, and *Environmental Sustainability Strategy*.

By 2036, the Camellia–Rosehill precinct is projected to increase by 3,500 dwellings and 5,000 jobs; with acknowledgement that this is subject to the NSW Government's response to the GPOP Place-based Infrastructure Compact recommendations.

Other policies and plans

Other policies and plans that feed into this place strategy include the department's *NSW Public Spaces Charter* and Government Architect NSW's *Better Placed, Greener Places, Designing with Country* and the *Practitioners' Guide to Movement and Place*.

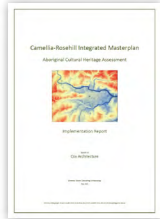
Figure 4: Parramatta and GOP. Source: Greater Sydney Commission



Integrated master plan and technical studies

The integrated master plan that supports this place strategy provides the urban design framework that will inform the development of Camellia–Rosehill precinct but will also be reviewed as further detailed planning work occurs. A detailed evidence base (which included both baseline and implementation reports) supports this place strategy.

This includes:



Aboriginal Cultural Heritage Assessment Implementation Report



Air and Odour Implementation Report



'Connecting with Country' Implementation Report



'Directions for Camellia–Rosehill – What We Heard' report



Ecological Implementation Report



Economic Analysis Implementation Report



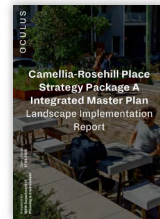
Heritage Implementation Report



Infrastructure Delivery Plan



Integrated Water Management Strategy Implementation Report



Landscape Implementation Report



Noise and Vibration Implementation Report



Qualitative Risk Assessment Report (Land Use Safety Report)



Remediation Implementation Report



Sustainability Implementation Report



Social Infrastructure Implementation Report

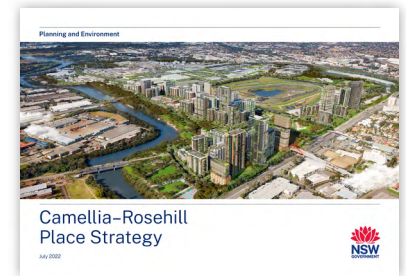


Traffic and Transport Implementation Report



Utilities Infrastructure Implementation Report

Camellia–Rosehill Place Strategy



Integrated Master Plan



4

From the past to today

Page

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Country and history

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Camellia–Rosehill today

Industrial development and Rosehill Racecourse in the precinct – Milton Kent aerial view taken between 1940-1949.
Credit: Mitchell Library, State Library of New South Wales

Country and history

Camellia–Rosehill rests on Dharug Country (Nura) of the Burramattagal people (yura). Aboriginal people have been living at Parramatta for at least 40,000 years. Before European contact, it was an important place of trade and cultural exchange between Aboriginal peoples travelling between the Blue Mountains and the coast. The surrounding Cumberland Plain was once a dense woodland habitat and, along with the river and creeks, was a food source for local communities.

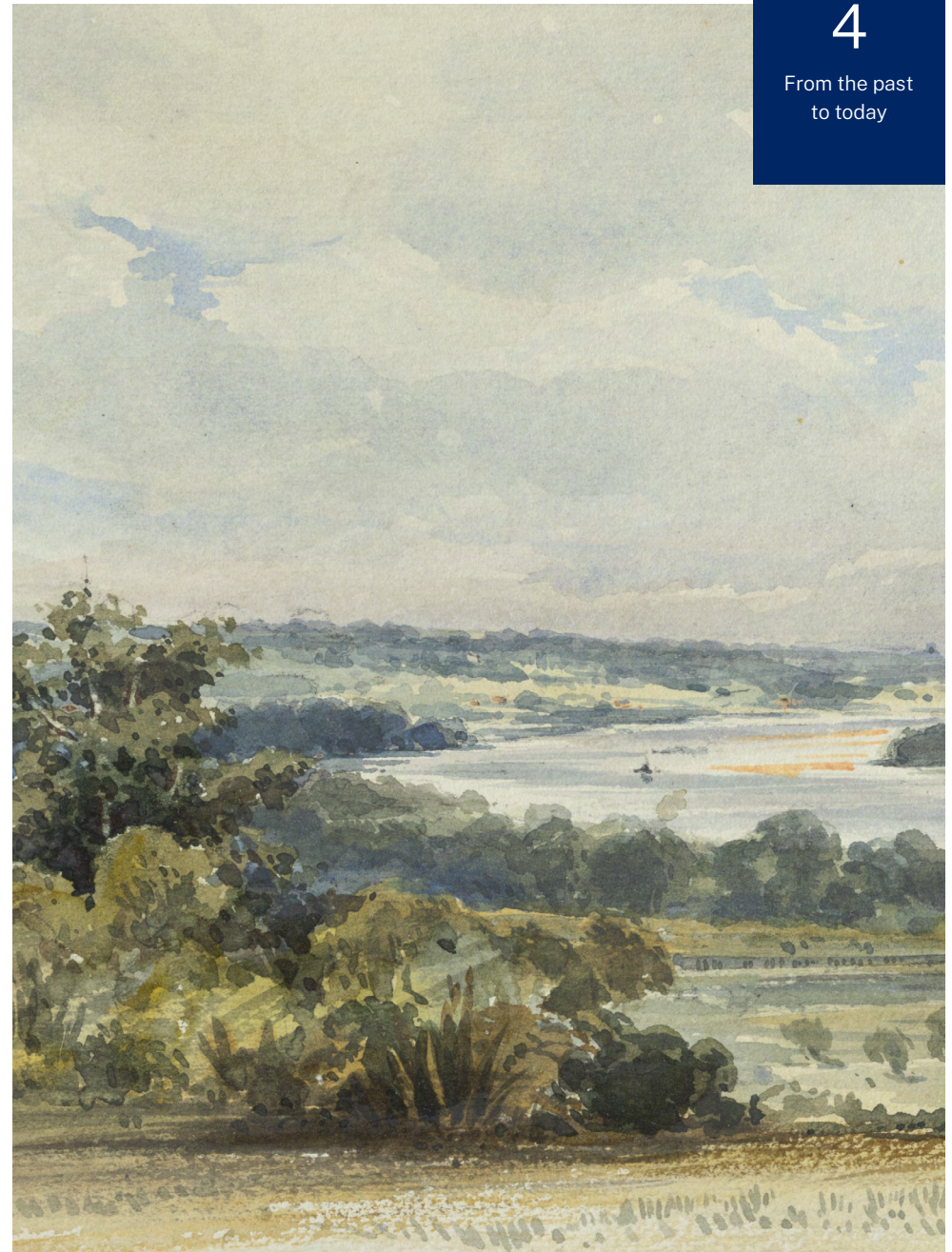
The wetland and mangrove landscape bear the closest resemblance to the pre-European settlement of the precinct.

The precinct was one of the first settled areas in Sydney due to the fertile soils at the head of the

Parramatta River. It was primarily used for farming and rural purposes in the 17th and 18th centuries. However, more recently it has housed heavy industry and manufacturing.

In 1885, the Rosehill Gardens Racecourse was established. By the late 1800's, land was subdivided for industrial uses. The area was attractive to manufacturers because of its river frontage and rail connections. The Sandown Station opened for private use in 1892 and serviced companies that had private rail sidings in their factory sites. This included James Hardie, Wasco, Cream of Tartar Co. and Shell. In 1910, the Clyde Oil refinery was established. It is the oldest refinery in Australia and the largest industrial site in the precinct.

Right: Watercolour of Parramatta River in 1867, by George Penkivil Slade





Images clockwise from top: The precinct, with the wetland and fuel tank site in the foreground and Rosehill Racecourse in the background – Milton Kent aerial view taken between 1924-1950. Credit: Mitchell Library, State Library of New South Wales

Tile factory of the Wunderlich Limited company in the precinct, 1927. Credit: Museum of Applied Arts & Sciences (MAAS)

Unwin Street rail crossing, 1948. Credit: State Library of New South Wales



Camellia– Rosehill today

Uses

The Camellia–Rosehill precinct has a variety of industrial land uses critical to the functioning of the city. Most notable is the Viva Energy fuel storage and distribution terminal (operated by Shell as a refinery until 2012), which comprises approximately 115 hectares (approximately 35% of the precinct). This includes heritage listed wetland (9.9 hectares) and 35 hectares of land surplus to Viva Energy needs, which is being subdivided for industrial lots. Viva’s fuel storage and distribution terminals in Camellia supply a significant portion of NSW’s petroleum requirements.

Other city-supporting land uses include:

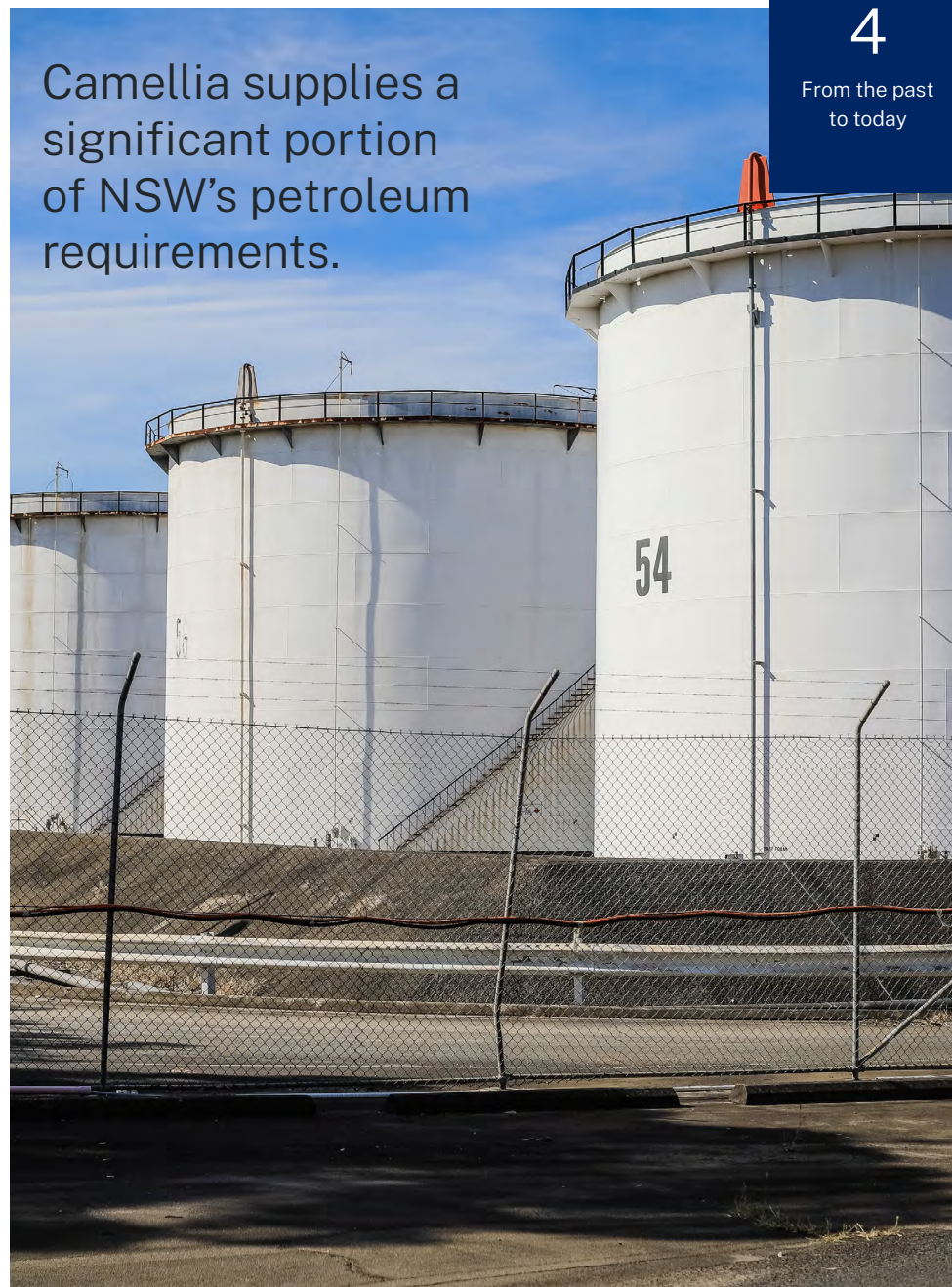
- building material manufacturing such as asphalt for roads and plasterboard
- food product manufacturing
- concrete recycling facilities

- water, waste and energy recycling facilities
- warehousing and freight distribution
- resource recovery and manufacturing.

The other key land use within the precinct is private recreation carried out at Rosehill Gardens Racecourse, which comprises approximately 60 hectares. The racecourse serves as an important entertainment venue within Western Sydney, with around 25 race meetings a year. Between major race events, the Racecourse serves as a function space that is rented out by organisations and individuals for conferences, exhibitions, trade shows, celebrations, and weddings. It also provides a buffer between residential areas west of James Ruse Drive and industrial land uses to the east.

Right: Current heavy industrial operations at Camellia

Camellia supplies a significant portion of NSW’s petroleum requirements.



4

From the past
to today

However, the precinct is undergoing change and will accommodate critical transport infrastructure, which are, or have been, subject to state-led planning processes. These include:

- Parramatta Light Rail Stage 1 from Westmead to Carlingford via Parramatta CBD with a stop and stabling facility under construction within the precinct
- Parramatta Light Rail Stage 2 from Stage 1 to Sydney Olympic Park – 2 potential route alignments are being explored, which extend the light rail service east within the Camellia peninsula, with a connection over the river to Rydalmere.
- Sydney Metro West stabling and maintenance facility and major ancillary facilities located on the former speedway and adjacent industrial land within the precinct (38 hectares). The maintenance facility connects to the mainline tunnels via a section of above-ground track, a dive structure and tunnel portal. Planning is underway and early works have commenced.

The precinct also includes 2 decommissioned rail corridors, including the Carlingford Railway Corridor and a freight line located to the north of Grand Avenue. Both are owned by Transport for NSW.

There are also small areas of land in public ownership, such as a strip of foreshore along Parramatta River.

Economics and employment

In 2016, Camellia–Rosehill contributed approximately \$496.6 million to the NSW economy.

The employment mix in Camellia–Rosehill is characteristic of traditional industrial precincts, with a critical mass of transport and logistics, construction and retail/wholesale trade jobs.

In 2016, 4,299 jobs were located in the precinct. Of these, 1,831 were industrial jobs, 1,698 were population serving, 732 were knowledge intensive and only 39 were in health and education.



The precinct has a high degree of relative specialisation in arts and recreation, which is driven by the presence of Rosehill Gardens Racecourse.

The proximity of the precinct to the arterial road network provides access to a large residential and employment catchment at the heart of the Central River City. The availability of unfragmented land parcels that are isolated from nearby residential uses also makes the precinct attractive for locating employment and urban services activities.

Below: Parramatta Light Rail on Church Street. Credit: Transport for NSW



**\$496.6
million**

The precinct's contribution to the NSW economy (GVA) in 2016



43%

Of employment in the precinct were industrial jobs in 2016

Infrastructure

With Camellia–Rosehill operating mainly as an industrial area, several trunk services pass through the precinct. Large 1,500 millimetre wastewater and water main pipes, transmission cables and high-pressure gas lines and fuel lines are all located across the precinct.

A large pumping station, SPS067, is in the north-western corner of the precinct, just off Grand Avenue. The location of the pumping station is an important consideration in planning and development in the town centre given the state heritage significance of the building and its potential odour impact on future residents.

Hazards and risks

Several risk sources are operating in the precinct. Viva Energy's Clyde Terminal is classified as a major hazard facility under the *Work Health and Safety Act, 2011*, the Viva Energy Parramatta Terminal carries large quantities of dangerous goods. In addition, a number of pipelines that handle dangerous goods, including the Jemena gas pipeline and Ampol fuel pipeline are also located along Grand Avenue. These industries pose a potential risk that may affect the community in the unlikely event that a chemical spill, explosion or other unforeseen accident occurred. Developments within the hazard and

risk area requires appropriate risk consideration, and often a setback distance from these risk sources is required as a form of protection and mitigation to the community.


Contamination

The precinct's long history of industrial activities has included oil refining, a tannery, metal works, a lumber yard, recycling plants, and manufacturing of pharmaceuticals, asbestos products, plasterboard, bricks, roof tiles, chrome chemicals, bitumen, arsenic-based herbicides and food products. As a result, soil and groundwater is contaminated with a range of contaminants including asbestos, hexavalent chromium, petroleum hydrocarbons, chlorinated hydrocarbons and arsenic. The majority of sites in the precinct are affected by contamination, and multiple sites are subject to an instrument under the *Contaminated Land Management Act 1997* requiring management of contamination, or are identified as notified or regulated sites. Acid sulfate soils also occur within the precinct.

Shallow groundwater is a common feature in many areas across the precinct and is contaminated due to legacy contamination.

State heritage listed Sewage Pumping Station 067 at Camellia





Investment will help create a safer and better quality walking and cycling environment.



Movement and access

The precinct is accessed primarily via Grand Avenue at the intersection of James Ruse Drive. A secondary access is available via Unwin Street and Wentworth Street to the south, providing connection to Parramatta Road.

Given the current land uses and activities there are no bus services that serve the Camellia–Rosehill precinct. Similarly, the existing environment means there is poor amenity and limited infrastructure for people wanting to walk and cycle to, from and

through the area. Major barriers restrict easy access to and from the precinct, including James Ruse Drive and the Parramatta River. This will be partly addressed by pedestrian and bicycle infrastructure being delivered as part of the Parramatta Light Rail Stage 1 project, however more investment and transformation of the internal street environment is needed to create a safer and better quality walking and cycling environment.

The Parramatta Light Rail Stage 1, currently under construction, is a key enabler for the transformation of the precinct. It includes a stop that will enable

future residents and workers to travel to and from the area and reduce the reliance on private vehicle travel. Planning for Parramatta Light Rail Stage 2 is currently underway which will further improve connectivity and public transport capacity between the precinct and the Greater Parramatta and Olympic Peninsula. There are 2 routes being investigated between Stage 1 and Sydney Olympic Park via Ermington, Melrose Park and Wentworth Point.

Above: A cyclist rides along the Parramatta Valley Cycleway, which runs along a section of the Parramatta River near the Precinct.

Open space and social infrastructure

The precinct's historic industrial use and lack of residential population has resulted in limited demand for open space.

There is no public local, district or regional open space within the precinct.

The 60-hectare Rosehill Gardens Racecourse is private recreation open space and represents 19% of the precinct's total site area. In addition, there are 9.9 hectares of wetland within the precinct. However, this land is owned by Viva Energy and is not publicly accessible or zoned for open space purposes.

The closest local open spaces are north of the Parramatta River and to the west within the Elizabeth Farm House complex. Robin Thomas Reserve at Harris Park comprises sporting facilities and a children's playground and is the closest district open space.

Regional open space is located at Sydney Olympic Park (4 kilometres east) and Parramatta Park (3 kilometres west).

There are no schools, community or other social facilities within the precinct other than the Explore & Develop Parramatta childcare centre and Lollipop's Playland indoor recreation facility.

Landscape and ecology

Despite the historical, industrial land uses associated with the precinct, a series of unique and diverse ecological features are present. These include a variety of state and federally listed threatened ecological communities as well as numerous historical records of threatened flora and fauna species.

There are also areas of key fish and migratory shore bird habitat. These are within the wetlands at the Viva Energy site and along the foreshores of the rivers and creeks, as well as within the racecourse.

The precinct's tree canopy cover is approximately 10% (based on 2016 data). This includes trees on streets and in wetlands, riverside plantings, and trees planted as buffers adjacent to the racecourse.

Flooding

The precinct is subject to flooding from multiple sources, including local runoff and flooding from Parramatta River, Duck River, Duck Creek and A'Becketts Creek. The City of Parramatta Council's existing flood inundation and hydraulic flood hazard mapping (Figure 7 on page 37) indicates that most of the Precinct is within a low risk area, with the rivers, their foreshores and a

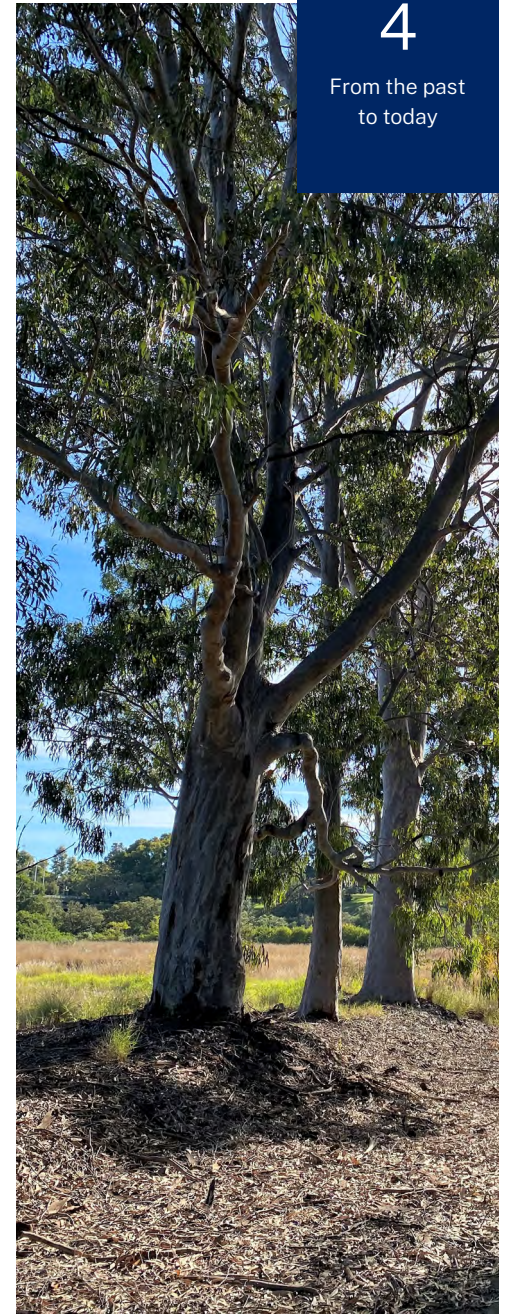
significant portion of the eastern end of the Precinct at the confluence of the Parramatta and Duck Rivers being high hazard risk areas.

A coordinated approach to address flooding challenges is required to ensure that future development is compatible with the flood behaviour, hazard and risk, including consideration of flood emergency management (evacuation routes and safe refuge), climate change projections for increased rainfall and sea-level rise, and locating sensitive land uses (such as aged care, schools and childcare) and critical land uses (such as substations) in suitable areas.

Amenity

Amenity in most areas of the precinct is low, with noise, air and odour pollution, vibration, and visual degradation being common issues. This is due to the nature of industrial uses in the precinct, transport projects under construction, lack of vegetation and the surrounding road network.

Right: Mature trees at Camellia



Heritage

Although the precinct has been heavily disturbed and is contaminated, the waterways are important Aboriginal cultural features. The stories of their change over time are contained within the quaternary alluvium and potentially older deposits. This 'sediment archive' retains high Aboriginal cultural heritage significance as well as ecological significance.

Mapping of statutory Aboriginal cultural heritage constraints indicates there are 2 Aboriginal archaeological sites located within the precinct:

- AHIMS 45-6-2559 is recorded in the Rosehill Gardens Racecourse carpark on the southern side of Grand Avenue North.
- AHIMS 45-6-3627 is a Potential Archaeological Deposit recorded within the grounds of the former Sydney Speedway, now being developed as the Clyde stabling and maintenance facility for the Sydney Metro West train line.

The Parramatta Sand Body, a flood and wind-blown sand deposit, is located nearby to the west of James Ruse Drive and a section of it is listed on the State Heritage Register as 'ancient Aboriginal and early colonial landscape' for its combined archaeological, historical and environmental values.



Heritage listed office building on the Capral Aluminium site in the Camellia–Rosehill precinct

In terms of European heritage, the precinct contains a Sydney Water sewage pumping station that is listed on the State Heritage Register and 7 other items listed in the *Parramatta Local Environmental Plan 2011*, which includes the wetlands, industrial buildings/facades and the grave of Elinor Magee (convict on the First Fleet) and her child. There are also 2 items listed in the *Sydney Regional*

Environmental Plan (Sydney Harbour Catchment) 2005 – remnants of industrial wharves and the Shell Oil Refinery Wharf. Additionally, there are 2 key state heritage listed items near the precinct – the Female Orphan School in Rydalmere and Elizabeth Farm in Rosehill (see Figure 6 on page 36) and Rosehill footbridge listed under Transport for NSW section 170 Heritage and Conservation Register.



The precinct retains high Aboriginal cultural heritage significance as well as ecological significance.

Figure 5: Physical and environmental challenges within Camellia–Rosehill

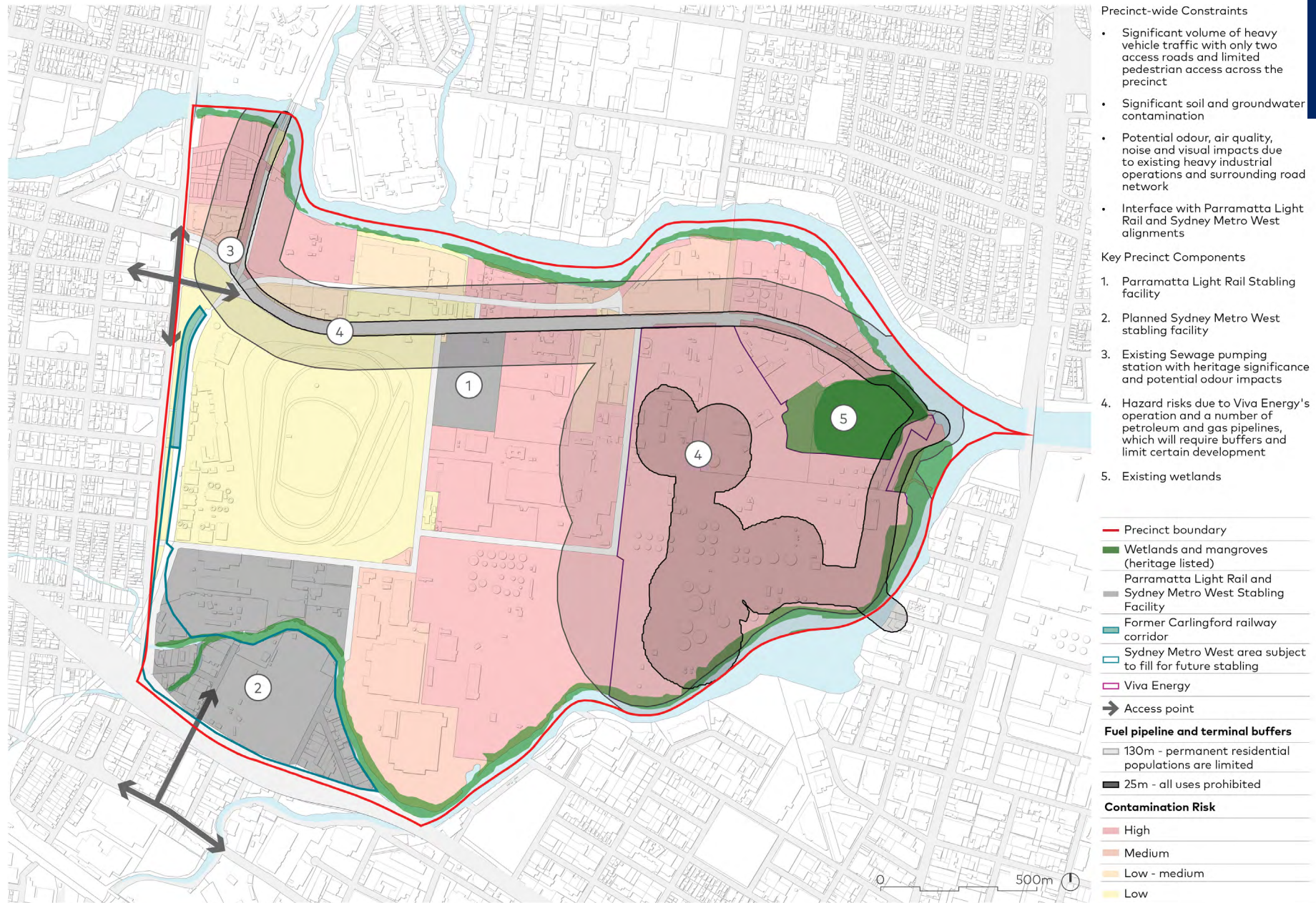


Figure 6: Heritage items within and surrounding the Camellia–Rosehill Precinct

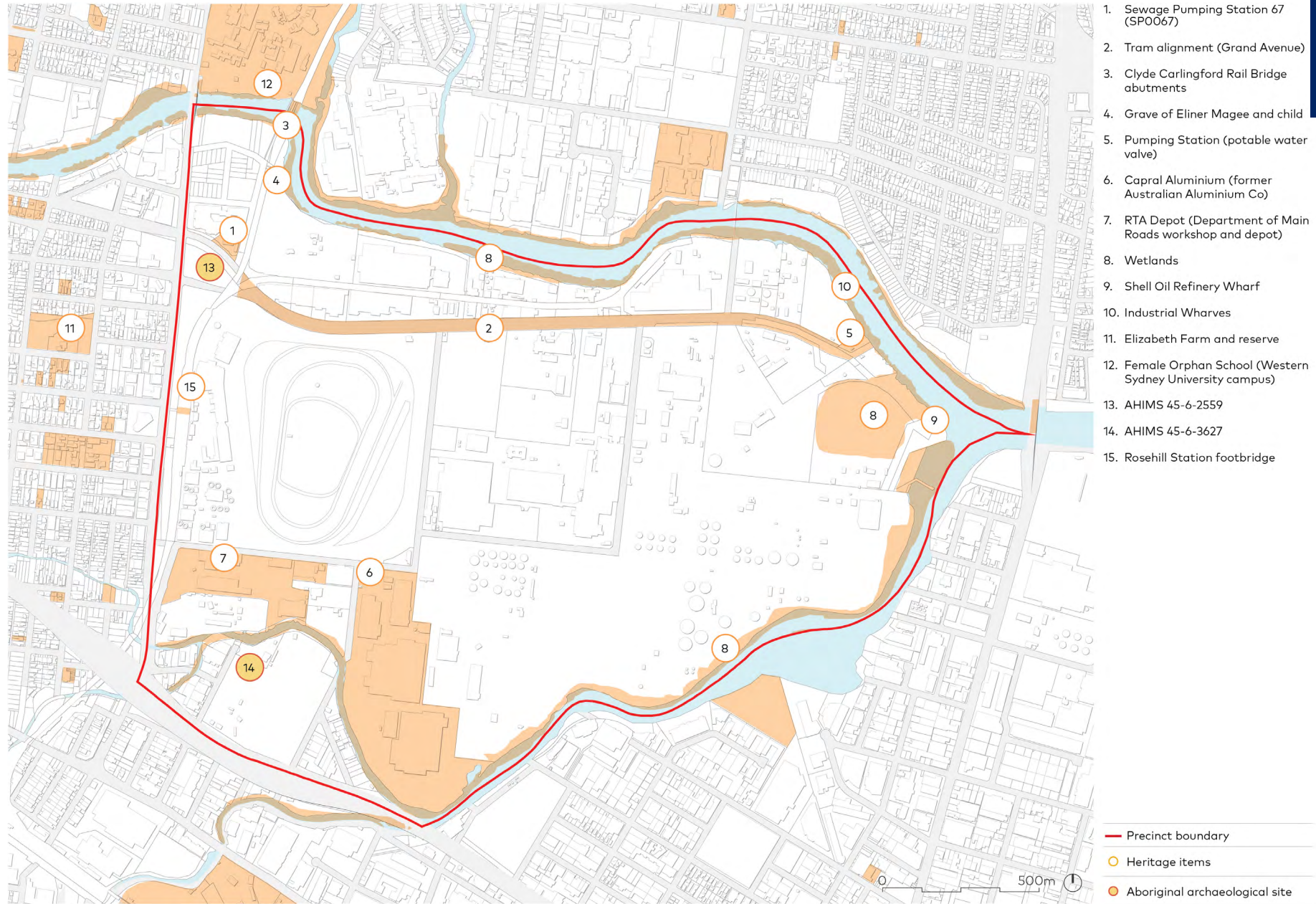
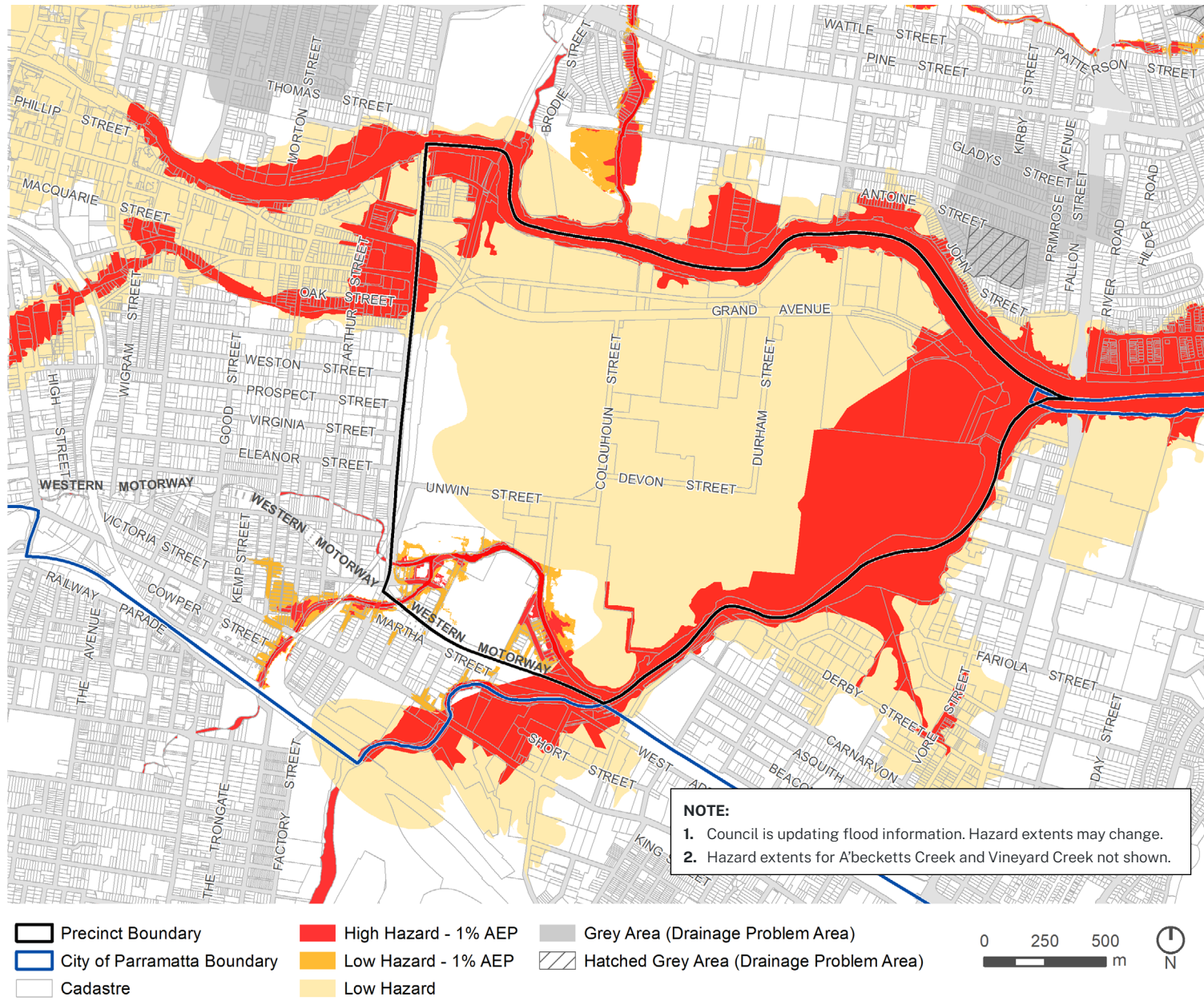


Figure 7: Flood hazard map (Source: City of Parramatta Council)



Note: This map depicts current flood risk and does not include future climate change impacts. Increased rainfall intensity and sea level rise will worsen flooding. The extents of each risk category would be greater under future climate conditions. The 1% AEP flood event will occur more frequently under future climate conditions. The PMF will change over time, including due to changes in catchment conditions and sea level rise.

AEP: The Annual Exceedance Probability is the probability of an event occurring in any one year period. The 1% AEP flood has a 1 in 100 chance of occurring (or being exceeded) each year and has an average recurrence interval (ARI) of 100 years.

PMF: The probable maximum flood is the largest flood that could conceivably occur at a particular location, usually estimated from probable maximum precipitation coupled with the worst flood-producing catchment conditions. The probable maximum flood defines the extent of flood prone land (i.e. the floodplain).

Disclaimer: Flood levels and flood extent lines are based on current information held by council. Council does not accept responsibility for the accuracy of this information. Any pipe sizes and location of pits and pipe lines should be confirmed by site investigation. The flood levels provided are only an approximate guide and have been derived using the current computer simulated model. The information provided on this document is presented in good faith. It is the responsibility of each individual using this information to undertake their own checks and confirm this information prior to its use. City of Parramatta Council, its agents and employees are not liable (whether by reason of negligence, lack of care or otherwise) to any person for any damage or loss whatsoever which has occurred or may occur in relation to that person taking or not taking (as the case may be) action in respect of any representation, statement, or advice referred to above.

5

A need for change



New bicycle paths are planned for the Camellia–Rosehill precinct, which will link in to a growing regional network of cycleways

Despite Camellia–Rosehill’s significant history of trade and productivity and its strategic location at the heart of GPOP, the potential of the precinct has not been realised. Contamination issues, site access challenges and limited connectivity as well as other constraints such as flooding have presented challenges for employment and productivity growth and restricted development activity.

The historical development of Camellia has also left very little vegetation and produced a very low-amenity environment, which is hot and dusty with limited greenspace for recreation and leisure.

However, with the delivery of the new Parramatta Light Rail infrastructure, there is opportunity to capitalise on the amenity that comes with increased access to the precinct. While it may be costly to address the layered site constraints, amenity-focused, mixed-use development could enable quality urban renewal in this precinct.

Over 7 kilometres of waterfront along the Parramatta and Duck rivers, A’Becketts and Duck creeks, and the Camellia wetlands provides an opportunity to create an integrated network of green and blue infrastructure, including new open spaces, foreshore access and active transport links. Remediating and enabling public access to these foreshore areas in the heart of Parramatta are long overdue.

Waterfront places would complete the missing link connecting GPOP’s growing employment and residential precincts along the Parramatta River.

A holistic and strategic vision will enable us to restore the precinct and transform the foreshore into a high-quality open space. Improved road accessibility will enhance the productivity of current industrial uses and encourage employment growth. However, this needs to be implemented carefully to ensure public and active transport is the preferred



travel choice for future residents and workers, while also creating a high quality streetscape that enables great place making outcomes.

Rosehill Racecourse already provides an important hub for recreation and entertainment in central Sydney. There is opportunity to enhance this asset, creating a more diverse and inclusive 18-hour entertainment precinct to serve the region’s growing population.

Current water, waste and energy recycling uses such as EarthPower and Rosehill Recycled Water Scheme have the potential to create a strong economic cluster that can drive innovation. Sydney Water is investigating a potential new resource recovery

facility within the precinct. This could be expanded to deliver circular economy outcomes for the Central River City and Sydney more generally.

Addressing challenges and maximising opportunities is complex and costly and will demand significant planning interventions and investment. It will need innovative thinking and must strike the right balance between productivity, liveability and sustainability outcomes. To achieve this, various public and private sector stakeholders will need to work in partnership.

This strategy has been informed by various technical studies and identifies the potential scope and staging of required essential infrastructure, as well as the associated delivery and funding mechanisms.

6

Strategic directions

Page	
41	Strategic direction 1 Recognise and celebrate Country (Nura) and heritage
44	Strategic direction 2 Boost economic activity and employment opportunities
47	Strategic direction 3 Improve access and sustainable travel options and choices
53	Strategic direction 4 Deliver high-quality place outcomes
58	Strategic direction 5 Be net zero ready by 2040 and deliver a holistic approach to environmental management and sustainability

A ferry on the Parramatta River at Camellia

We have developed 5 strategic directions and supporting actions – these are key interventions to realise the vision of this place strategy.

Strategic direction 1

Recognise and celebrate Country (Nura) and heritage



Right: Existing artwork along Grand Avenue

Principles

The following principles will guide the future land-use framework to ensure that Caring for Country and conserving heritage is at the centre of design and planning:

- Follow and respect the Connecting with Country framework’s commitments and principles for action.
- Shape the master plan and place strategy through the eyes of the Dharug custodians and other Aboriginal stakeholders.
- Ensure engagement with Aboriginal stakeholders throughout the project lifecycle.
- Heal Country (Nura) through restoring and enhancing natural habitats, planting locally indigenous species to recreate the plant communities likely present before colonisation, reducing impacts of drought and flooding using more sustainable land and water strategies, and remediating soils and groundwater.
- Enable people to walk Country (Nura) by planning for a continuous walking track along Parramatta and Duck rivers with access to wetlands and linked green spaces, which will be implemented as sites are redeveloped.
- Conserve and celebrate heritage items, places, spaces and culture to create great places and spaces within the precinct.

Actions

- 1.1. Establish an Aboriginal community reference group to participate in decision making, ensure agency and guide opportunities for restoring and enhancing places. This may be integrated with current consultative arrangements.
- 1.2. Facilitate partnerships between future housing developers and Aboriginal community housing providers to deliver on NSW Aboriginal Housing Office commitments for affordable housing for Aboriginal residents.
- 1.3. Explore economic opportunities for Aboriginal people, such as partnerships between local businesses and Aboriginal enterprises.
- 1.4. Explore opportunities for social infrastructure and public places to support Aboriginal culture, such as meeting and performance spaces, an Aboriginal cultural facility, which may include a nursery for propagation of endemic species, and public domain/landscape spaces for cultivating plants.
- 1.5. Consider impacts on Country (Nura) when developing land (in particular impacts of construction of bridges on mangroves and wetlands) and prioritise environmental restoration and Caring for Country flood management through natural processes, i.e., water-sensitive urban design.
- 1.6. Commit to remediating the site over the long term, including decontamination, clean water initiatives and healthy habitats/corridors.
- 1.7. Continue to protect heritage and develop management plans in consultation with Aboriginal communities to protect, conserve and interpret artefacts.
- 1.8. Establish protocols that will:
 - recognise Country (Nura) to guide future consultation, including ensuring the use of Dharug language throughout the precinct and integrating public art commissioned from local Aboriginal arts practitioners into public spaces
 - embed landscape-led design and Connecting with Country as key principles of the planning framework.
- 1.9. Facilitate ongoing discussions between Viva Energy and the City of Parramatta Council to explore the possibility of opening the Viva wetlands for public access.

This place strategy provides the first step in healing and caring for an area that, for the most part over the last 100 years, has been ignored and allowed to decline. By 2041, the area will be a showcase of recovery and restoration.

Dharug people (yura) will have a chance to connect to Country (Nura) and their culture and inform and guide the transformation in a variety of ways.

The restoration of the areas provides opportunities for all people to:

- increase their understanding, awareness, value and respect for Aboriginal history and cultural knowledge
- share cultural and historical knowledge and stories
- build, enhance and maintain good relationships.

The heritage of the Camellia–Rosehill precinct provides an opportunity to emphasise the area’s constant evolution. Camellia’s rich heritage will be preserved, celebrated and promoted.

Celebration of heritage will attract workers, residents, students and visitors to this ‘hidden place’.

Providing public access to the wetlands needs to be carried out in a way that respects the ecology of the area. Consideration also needs to be given to security and hazard risk given its proximity to the Viva Energy site.

New open spaces, active transport linkages and landscaping will improve the amenity of the precinct and provide important wildlife corridors as well as places to interpret and celebrate heritage. Enabling a diversity of mixed-use and employment opportunities will drive creative and cultural activities.



The heritage-listed wetland and mangrove landscape along the rivers and creeks bear the closest resemblance to the pre-colonial landscape. These areas, which form part of a wider system, will continue to be protected and enhanced and made publicly accessible, providing opportunities for cultural education as well as a public space to be enjoyed by the whole community.

Heritage items such as the state heritage listed sewage pumping station and the grave of Elinor Magee and child will be retained, with any changes guided by appropriate conservation management. The former Australian Aluminium Co. site with its treed landscaping should also serve as a model for industrial and urban services development within the precinct.

Grand Avenue will become the centrepiece of the precinct and retain its historic role as a key transport corridor. The street will be widened while retaining its treed character and sculptures. New landscape elements will be introduced to increase amenity, with a particular focus on utilising locally indigenous species.

The relationship to state heritage items nearby, including the Female Orphan School (within Western Sydney University’s Parramatta South Campus) and Elizabeth Farm will be strengthened and overshadowing and visual impacts managed.

Right: Heritage-listed factory facade at the Capral Aluminium site in the Camellia–Rosehill precinct



Strategic direction 2

Boost economic activity and employment opportunities

6

Strategic directions



Right: The precinct will have greater capacity for job opportunities in urban services.

Principles

This place strategy and future land-use framework will be guided by the following principles that are expected to create a unique economic identity and increase the competitiveness of the precinct:

- Enable continuation of current industrial land uses and maximise opportunities for the growth of urban services, freight and logistics activities to support the growing GPOP and Central River City.
- Unlock opportunities for more innovative, creative and knowledge intensive jobs within the precinct through the delivery of supporting infrastructure, including digital connectivity, and the land-use framework.
- Address conflicts with any sensitive land uses that may inhibit the full realisation of industries' operations and value.
- Implement a flexible land-use framework that enables a range of land uses and activities including emerging industries to locate in the precinct.
- Create opportunities for a more diverse and inclusive entertainment precinct.
- Create a finer grain street network to facilitate more density, diversity and localised activity.
- Identify and facilitate opportunities to build the night-time economy within the town centre and entertainment, and urban services sub-precincts.
- Support synergies in water, waste, energy and transport services in line with the *NSW Waste and Sustainable Materials Strategy 2041* and circular economy principles, so those industries can continuously evolve, generating a range of employment types, including new highly skilled jobs and industries.
- Enhance Rosehill Gardens Racecourse as a tourism, recreation and entertainment destination.
- Leverage proximity to complimentary land uses and the regional transport networks through improved access arrangements.

Actions

- 2.1. Investigate business attraction opportunities by engaging with current and prospective businesses and landowners.
- 2.2. Support the ongoing development of a circular economy precinct in line with the *NSW Waste and Sustainable Materials Strategy 2041* and circular economy principles, by strengthening local infrastructure and amenity and further investigating opportunities to support the operational needs of businesses.
- 2.3. Focus on attracting the infrastructure and environment industries in the urban services and industrial areas as identified in the *NSW 2040 Economic Blueprint*.
- 2.4. Investigate the need for a retail demand assessment.

Camellia–Rosehill will strengthen as an employment hub and economic corridor that supports city building, with a focus on coexisting water, energy and transport uses generating a range of employment types. This co-location, along with proximity to Western Sydney University, will support innovation around moving to a circular economy and new highly skilled jobs in the environment, building and infrastructure sectors.

The city-serving functions such as the Viva Energy fuel storage and distribution terminals will be maintained and protected. These uses rely on significant and decades-long infrastructure investment and would be difficult to relocate. Similarly, activities that recycle and supply building materials and support development and infrastructure delivery across Greater Sydney are expected to remain in the precinct.

The Parramatta Light Rail, combined with environmental improvements, the opening of the river frontage and proposed upgrades to James Ruse Drive, support the creation of an attractive and engaging ‘front door’ to the precinct with the town centre, entertainment and urban services sub-precincts. The town centre has capacity for around 1,600 jobs to support the local community. This has been limited to a scale which supports future residents and workers of the area.

The urban services sub-precinct provides a large area of land for research, innovation and emerging technologies uses, with capacity to enable around 10,800 new jobs. This will provide a transition to the town centre and sub-precincts and could accommodate mixed-use employment typologies and a diversity of industries ranging from urban services to population-serving jobs, freight and logistics, retail and recreation, and the emerging innovation cluster.

Within the urban services sub-precinct, there are a number of companies such as Boral and Concrete Recyclers whose operations could potentially become prohibited uses if the land they occupy is rezoned. So that these and similar companies don’t have to rely on ‘existing use rights provisions’ we will investigate as part of a future rezoning process whether protective controls can be incorporated, such as ‘additional permitted uses’ or sunset clause to enable these uses to transition out over time.

A future rezoning will implement the department’s new [employment zones reform framework](#). This reform has been developed to ensure land-use controls suit the future of work, are fit for purpose, and support productivity and jobs growth while facilitating delivery of strategic plans and planning priorities.

Improved transport connectivity will better link the precinct to the Rydalmere and Silverwater industrial areas and key arterial roads. This will enhance productivity for businesses and enable additional development of an integrated Central City employment district, which will provide essential urban services for GPOP and Greater Sydney.

Rectifying backlogs in energy, water and sewage services will further support productivity improvements and create capacity for additional jobs.

Promoting economic opportunities and protecting the capacity of the precinct for employment growth and specialisation is a key strategic objective. Camellia–Rosehill has the right ingredients to become the engine room of the 21st-century Central River City, with opportunities for growth in urban services and specialisation in water, energy and waste systems innovation. This can be supplemented by a growing recreation and entertainment sector, catalysed by the Rosehill Gardens Racecourse.



The precinct will have greater capacity for job opportunities in urban services.

Strategic direction 3

Improve access
and sustainable
travel options and
choices



Right: The precinct will have an extensive network of active transport links

Principles

This place strategy is driven by crucial mobility planning and integration principles and guided by the overarching strategic planning frameworks. These principles include:

- Enable the right mix of homes, jobs and recreation within close proximity to facilitate shorter trips made by walking, cycling and public transport.
- Focus investment on improved public transport routes to, from and through the precinct, such as the new Parramatta Light Rail and local bus services.
- Maximise connectivity offered by the Parramatta Light Rail stop in the design and layout of the town centre.
- Deliver active transport links and public transport early to encourage sustainable travel choices.
- Safer and more reliable road connections to and from the M4 and State road network to service existing and future industrial and employment uses.
- Safe, smart and high-quality street environment within the precinct to encourage people to walk and ride bicycles, as well as enable great place outcomes.
- Appropriate provision and location of parking and urban freight access to enable vibrant places and encourage sustainable travel choices.

Actions

- 3.1. To enable further detailed investigation of potential transport investments, as a priority prepare an integrated transport study, incorporating further strategic needs assessment and feasibility analysis for new and improved transport initiatives, including but not limited to:
- Parramatta Light Rail Stage 2
 - localised bus services servicing the precinct
 - a fine grain street grid within the precinct
 - a bridge connection across the Parramatta River, providing access to Rydalmere and Victoria Road
 - potential connections to the M4 Motorway potentially via Unwin Street
 - a new bridge connecting Devon Street to Carnarvon Street in Silverwater
 - reconfigured access arrangements at the James Ruse Drive / Grand Avenue intersection to prioritise regional traffic along James Ruse Drive and encourage sustainable travel choices to and from the precinct.

These actions will inform the development of concept layouts for specific transport initiatives in order to identify potential property requirements.

- 3.2. Continue to work with Transport for NSW to ensure integration of the Sydney Metro Clyde Maintenance and Stabling facility and Parramatta Light Rail to deliver good place outcomes.



Future residents, workers and visitors will travel shorter distances and have the choice to travel by public transport, cycling or walking to, from and within the Camellia–Rosehill precinct.

Safe and reliable access for existing and future business operations to, from and within the Camellia–Rosehill precinct is provided through new and enhanced road access arrangements.

Major barriers surrounding the Camellia–Rosehill precinct for people wanting to walk and ride their bicycles will be removed through new and enhanced infrastructure and improved street environments, including a new active transport bridges over James Ruse Drive and Parramatta River, a green connection along Parramatta and Duck Rivers, improved digital connectivity and people-focused streetscapes within the precinct.

Walking and cycling links

The master plan provides significant opportunities to encourage people to use public transport and walk and ride their bicycles for shorter length trips. The proximity of the precinct to high-job-generating regions in Parramatta CBD and Sydney Olympic Park, as well as its foreshore frontage, paves the way for high-quality active transport connectivity to, from and within the precinct.

In addition to the open space and green grid opportunities, the revitalised Grand Avenue will be the vibrant green spine through the precinct creating high quality spaces for people to move and stay. It will feature dedicated off-street walkways and cycleways and green links with wider pedestrian footpaths and landscape settings. These will provide

comfortable walking and cycling connections towards and between the proposed waterfront promenade, waterfront parks, transit facilities, the town centre and event spaces.

New active transport crossings over the Parramatta River will be introduced with both stages 1 and 2 of the Parramatta Light Rail, contributing to the development of the light rail routes into vibrant streets.

Active transport linkages will need to be designed to minimise environmental impacts and necessary approvals will be required from relevant agencies.

Above: Shared pathway under construction on the new Bidgee Bridge, at the entry to the Camellia–Rosehill precinct.
Credit: Transport for NSW

Public transport

A turn-up-and-go light rail service will improve connectivity of the precinct to the wider GPOP area and support 30-minute access to jobs and services. It will also enable residents to access the wider rail network by providing a seamless interchange at Parramatta and supporting multimodal connectivity.

Further design investigations into Parramatta Light Rail Stage 2 will inform the final location of the river crossing and route alignment.

The growing population introduced by the mixed-use residential areas and supported by the urban services hub and entertainment precinct offers an opportunity to provide local bus services within the Camellia–Rosehill precinct to improve accessibility.

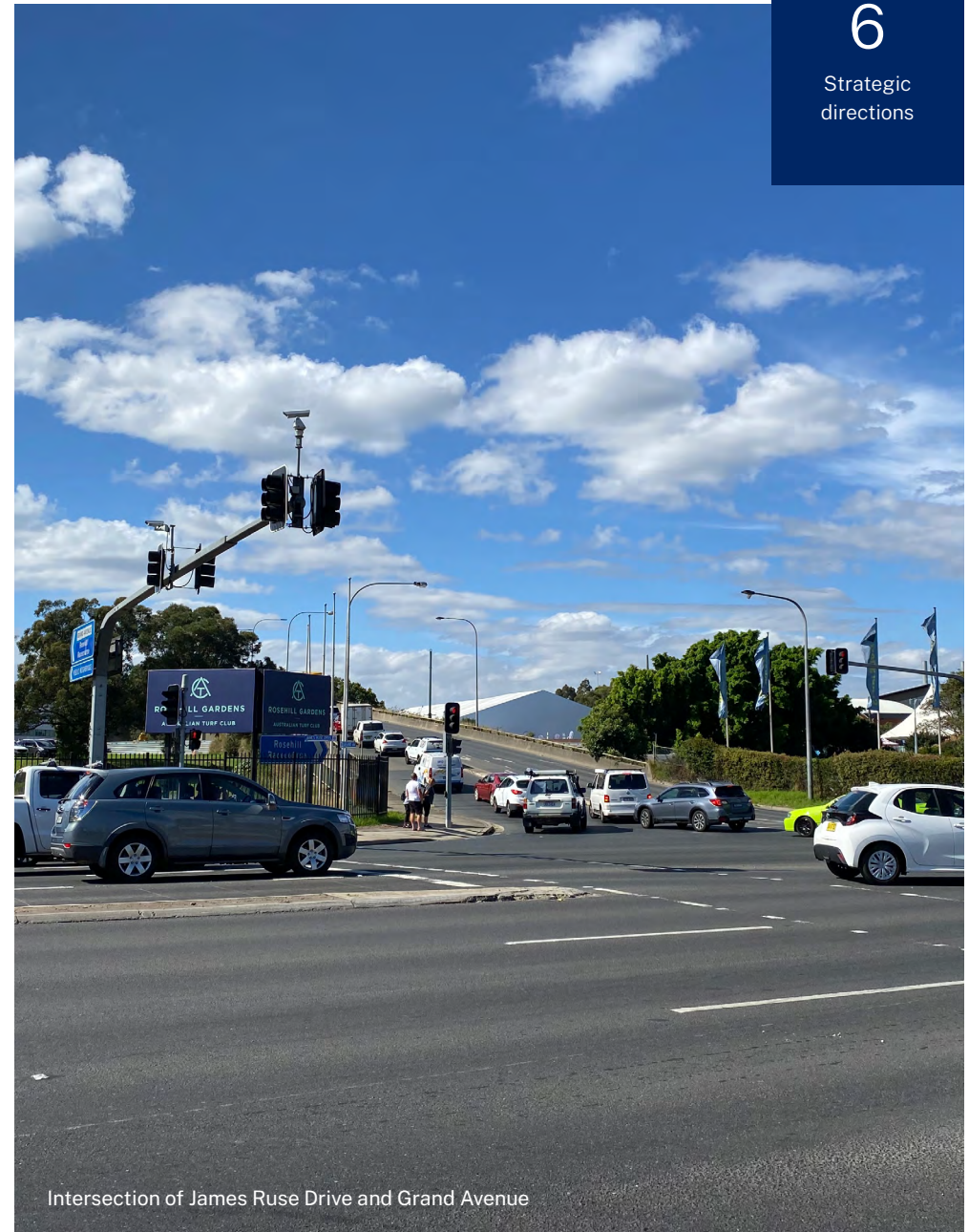
The demand for ferry travel is expected to be adequately satisfied by Rydalmere Wharf due to its proximity to the precinct as well as the opportunity for the Parramatta Light Rail Stage 2 alignment to form a convenient interchange. Additionally, tidal issues that prevent services from travelling beyond Rydalmere Wharf towards Parramatta at certain times limit the benefit of a new ferry stop located within the precinct.

Road network

The provision of additional road connections and targeted upgrades of the existing network is critical to enabling the revitalisation of the precinct. The future road network will need to accommodate the needs of all users, including the ongoing industrial and employment uses within the precinct, and reflect the significant role and large catchment of the critical employment activities within the precinct.

Several potential road connections will need further detailed investigations in collaboration with Transport for NSW. These connections are shown on Figure 8 on page 52.

As the town centre develops, Grand Avenue will evolve into a main street and vibrant spine within the precinct. Potential new road connections to Silverwater Road, Victoria Road and the M4 will reduce heavy vehicle flows along Grand Avenue, with access to Parramatta Road via Wentworth Street is planned to be retained.



Intersection of James Ruse Drive and Grand Avenue

Decoupled parking and car share

Future development within the precinct should seek to minimise car parking provision where there are adequate options to travel by other modes and decouple the ownership of parking spaces from other land uses. This will also allow for improved urban design and place making outcomes, as well as reducing the costs of revitalising the precinct.

Decoupled parking, where ownership of a parking space is separated from residential or commercial lots, allows parking spaces to be allocated as needed. This reduces the potential for underused parking spaces that would result from parking ownership by residents and businesses that do not require it, as well as improving housing affordability.

The quantum of new parking provided in the precinct will be minimised through development controls that cap the amount of parking that is provided in new developments.

Shared parking will be designed so that parking spaces can be easily repurposed in the future for alternative land uses as the need for parking evolves.

Parking, in both the public domain and select buildings, will support the transition to electric vehicles by requiring that all buildings and key public locations provide electric vehicle charging infrastructure. The precinct will also enable and support the provision of car share vehicles in key locations.

Basement parking is unlikely to be permitted, except in specific and limited circumstances on sites that are not affected by certain constraints, including contamination and flooding.

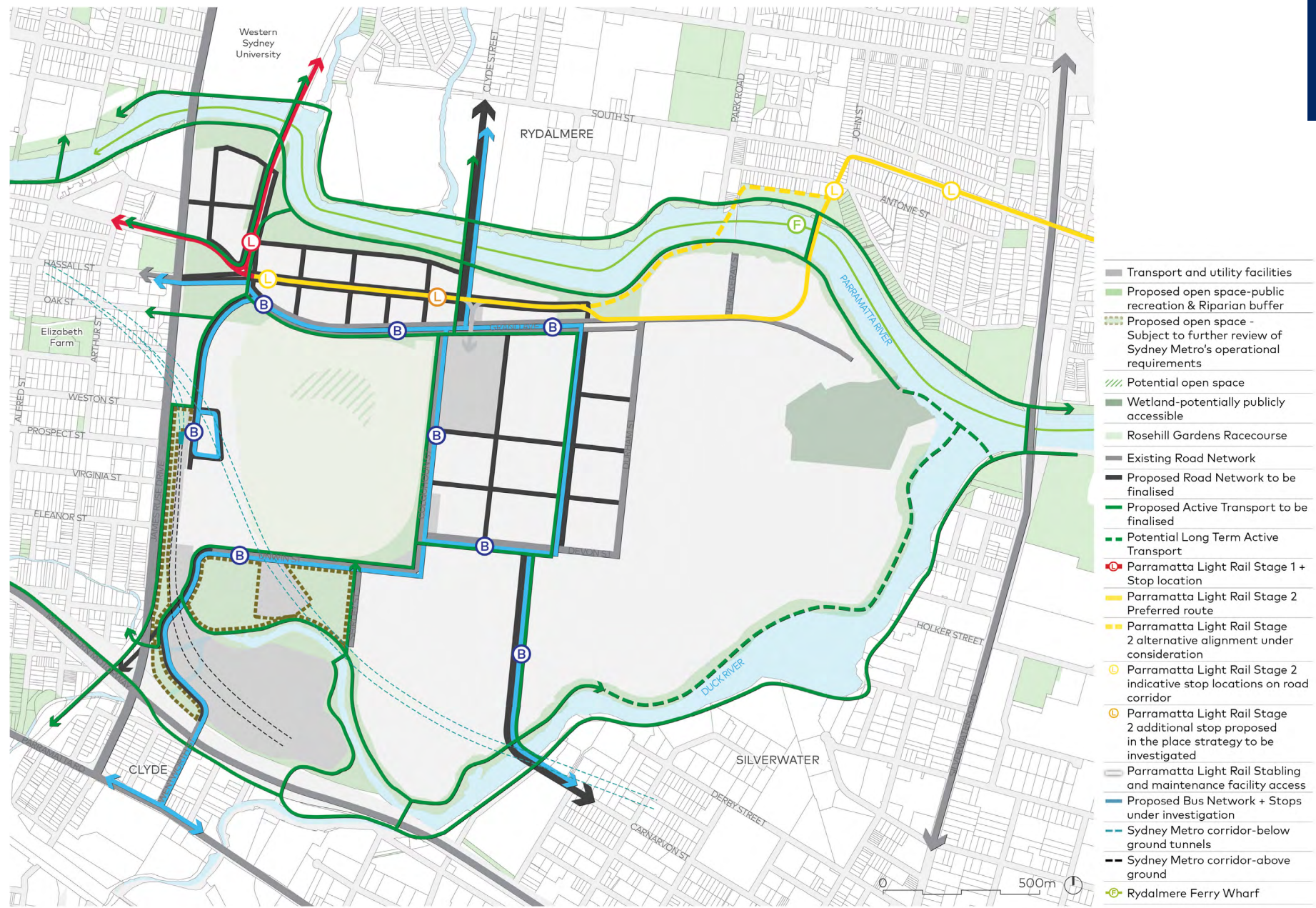


Electric vehicle charging infrastructure, like this public charging station at Bondi, will be provided in the precinct.



The provision of car share vehicles in the precinct will be encouraged and supported.

Figure 8: Potential transport improvements



- Transport and utility facilities
- Proposed open space-public recreation & Riparian buffer
- Proposed open space - Subject to further review of Sydney Metro's operational requirements
- /// Potential open space
- Wetland-potentially publicly accessible
- Rosehill Gardens Racecourse
- Existing Road Network
- Proposed Road Network to be finalised
- Proposed Active Transport to be finalised
- Potential Long Term Active Transport
- Parramatta Light Rail Stage 1+ Stop location
- Parramatta Light Rail Stage 2 Preferred route
- Parramatta Light Rail Stage 2 alternative alignment under consideration
- Parramatta Light Rail Stage 2 indicative stop locations on road corridor
- Parramatta Light Rail Stage 2 additional stop proposed in the place strategy to be investigated
- Parramatta Light Rail Stabling and maintenance facility access
- Proposed Bus Network + Stops under investigation
- Sydney Metro corridor-below ground tunnels
- Sydney Metro corridor-above ground
- Rydalmere Ferry Wharf

Strategic direction 4
Deliver high-quality place outcomes



Central Park in Chippendale is an example of a high-quality place that is well-connected to jobs and amenities. Credit: Destination NSW

Principles

Planning for high quality place outcomes in the precinct will be guided by the following key principles:

- Design a town centre as the focal point of activity for the precinct.
- Ensure that a diversity of new high quality public open space is provided to meet the needs of the future Camellia–Rosehill population.
- Shape attractive and effective built environments and quality public spaces that reflect a focus on great urban design and best-practice social and environmental sustainability.
- Ensure a high amenity built environment that responds to the constraints identified in the technical studies, particularly those relating to hazard risk, noise and vibration, flooding, and odour.
- Increase housing choice and affordability to support a growing GPOP and Central River City by ensuring a range of housing typologies, including build-to-rent, student accommodation, co-living, private housing, and affordable housing.
- Ensure timely delivery of enabling and supporting infrastructure, including transport and social infrastructure and public open space as a priority.
- Avoid land-use conflicts and ensure amenity for residential and other sensitive land uses.
- Create a density of development that corresponds with the projected capacity of the transport network, social infrastructure, public open space, desired future character and the environmental constraints of the precinct.
- Maximise opportunities to deliver continuous green-blue links by providing active transport routes along Parramatta River, Duck River, Duck Creek and A'Becketts Creek.
- Create a comfortable, safe and friendly public domain and street network that encourages and supports walking, cycling and the use of public transport in the day and night.
- Provide recreational opportunities associated with the foreshore, river and wetlands.
- Increase the accessibility and public use of private open space (e.g., the racecourse).

Actions

- 4.1. Prepare a delivery plan to ensure the required social infrastructure and open space is available when development occurs.
- 4.2. Prepare a Public Domain Strategy for the precinct. Specific elements for inclusion in the Strategy are:
 - Design requirements (such as lighting and signage) for safe pedestrian and cycle routes/connections to and from the town centre and entertainment sub-precinct in all directions
 - Design considerations for flood-resilient buildings and open spaces
 - A Public Spaces Activation Framework, utilising the *NSW Guide to Activation* and *NSW Guide to Preparing an Activation Framework*
 - A delivery plan which ensures the required enabling digital connectivity and infrastructure are included in the public domain and open spaces. Delivery plan is to refer to the *NSW Smart Public Spaces Guide*.
- 4.3. Consult with businesses and landowners to discuss how current odour and air emissions can be mitigated to meet the future requirements and minimise the potential for land-use conflict.
- 4.4. Continue to consult with Sydney Water to investigate measures to mitigate odour impacts and confirm the exact odour buffers.
- 4.5. Continue investigating the suitability of surplus land at the Clyde Stabling Facility for district open space, taking into account Sydney Metro's operational requirements.
- 4.6. Continue investigating the suitability of sites for educational facilities.
- 4.7. Undertake further consultation with Ampol regarding the layout of development in the north west of the precinct in proximity to the fuel pipeline.
- 4.8. Establish arrangements for the remediation, dedication, embellishment and long-term maintenance of the foreshore.
- 4.9. Continue to ensure adequate provision and operation of existing and new utility infrastructure.

New housing and an enhanced entertainment precinct will be enabled in suitable areas of the precinct where there are new and improved public spaces including parks, community facilities, sporting spaces, educational facilities, good access to public transport and appropriate buffers from industrial activity. Public open spaces will also be provided throughout the three precincts to form green connections across the precinct.

Housing will help meet local demand in close proximity to employment opportunities, support the cost of improved local connectivity and environmental improvements and support the growth of the Parramatta CBD and the Central River City.

A variety of housing typologies will be provided to give residents choice and flexibility to choose the best form of housing for them. This will be explored further and is intended to include affordable housing (5% to 10%), build-to-rent, student accommodation, co-living, and a mix of apartment types. For example, the provision of student housing near amenities could contribute to the night-time economy, establishment of innovation spaces and future partnerships between industries and universities. A new light rail station at Camellia, together with active transport and foreshore access, will link future residents to jobs and amenities.

The integrated master plan provides capacity for approximately 10,000 new dwellings. Actual growth is directly linked to the availability and capacity of new and improved infrastructure.

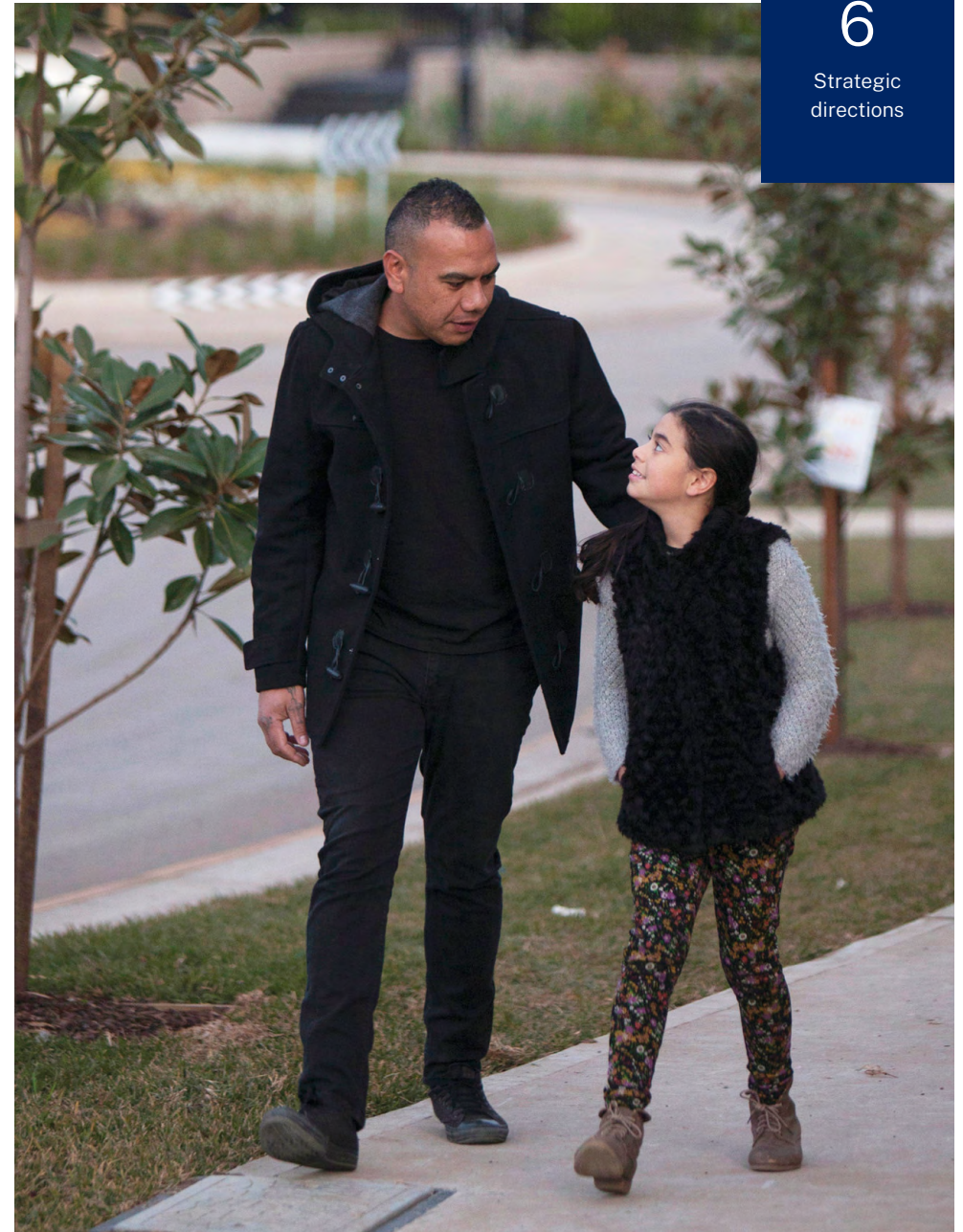
This place strategy proposes locations for social infrastructure including a primary school, multipurpose community facility, and combined primary and high school.*



Over 50 hectares of public open space (see Figure 9 on page 57) will contribute to high-quality social outcomes. This includes 3 district parks, a number of local parks, sporting spaces, public access to the wetlands and potential access to open space within the racecourse.

Right: The proposed open space, social infrastructure, and housing diversity will provide future residents with a high level of amenity.

*Note that the locations of the schools are under investigation and subject to further review by School Infrastructure NSW.



Future development in the precinct should cater for flexible, multipurpose and high-quality social infrastructure and open space that can adapt to the various and evolving needs of the community. Early delivery of social infrastructure, including open space, will provide a high standard of living for future residents from day one.

The precinct will deliver high quality, accessible green and blue infrastructure, located at most a short walk or bike ride away for residents, workers, and visitors to the precinct. The detailed design for these open spaces will be determined in the future, in conjunction with Council, the local community, and landowners, but could include features like playgrounds, multi-purpose courts, BBQ and picnic shelters, active recreation green spaces, outdoor exercise stations, river viewing platforms, kayak launching points, and fenced dog-off-leash areas.

There are opportunities to integrate the town centre, urban services and entertainment sub-precincts to create a substantial centre of activity for Camellia–Rosehill, rather than simply relying on local retail to create vibrancy. We will explore this further through detailed design work.

Industrial uses and certain commercial and entertainment uses within the precinct have the potential to impact residential amenity. Appropriate separation and allocation of land uses and building controls can minimise potential land-use conflicts and enable businesses to operate without onerous compliance burdens. Land-use planning should balance business needs with the amenity and health protection needs of future residents, workers and visitors to the precinct.

Potential measures may include:

- Appropriate buffers to any gas pipelines or other utility infrastructure
- Avoiding locating sensitive land uses in certain areas, such as not positioning vibration-sensitive land uses above the Sydney Metro West or adjacent to the Parramatta Light Rail
- Co-locating high impact industrial uses to minimise buffer requirements
- Delineating suitable buffers between current and future residences and any major new industrial developments
- Using vegetation, landscaping, design measures such as building placement, pleasant noise sources (soundscape design), and noise treatments for facades of buildings
- Introducing vegetation bands within the industrial area to disperse and dilute emissions.

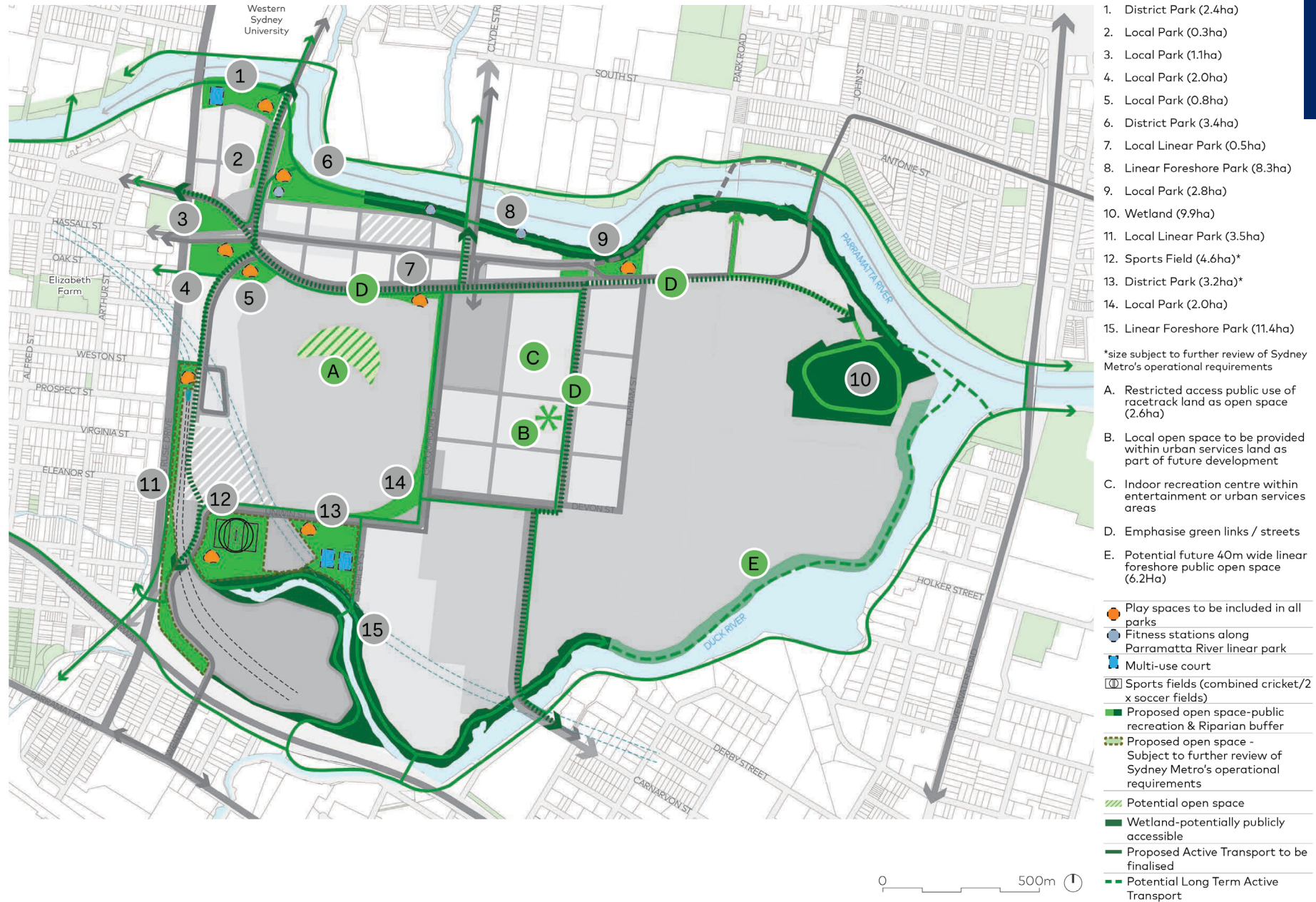
The State Heritage listed Sewage Pumping Station 67 is expected to continue to operate in the immediate future. The implementation of buffers around this operational sewage pumping station is an important requirement.

Planning controls must include hazard management strategies to mitigate risk arising from fuel and gas pipelines and Viva Energy's Clyde and Parramatta Terminals. This must involve restricting the type of development and population densities within the hazard risk area so that the residential, worker and visitor populations do not exceed appropriate thresholds, to mitigate against hazard risks.

Right: Landscape design in Central Park, Sydney



Figure 9: Proposed open space



Strategic direction 5

Be net zero ready by 2040 and deliver a holistic approach to environmental management and sustainability



Right: Swamp hen in the wetlands at Camellia

An integrated and holistic approach to environmental management is key to creating a green, clean and sustainable precinct.

Precinct-wide remediation strategy

Contamination is a key issue for the Camellia–Rosehill precinct, given its industrial heritage. Most sites within the precinct are affected by contamination.

An integrated remediation strategy has been prepared to ensure any new development addresses contamination and remediation in a way that contributes to and is consistent with strategic remediation principles for the precinct (detailed below). Remediation must be to a standard that protects human health and the environment for permitted land-use zonings.

This strategy has also informed the integrated water cycle management strategy and supports the improvement of water quality in Parramatta River, Duck River and Duck Creek. It provides opportunities to develop the green infrastructure network, including tree canopy cover.

The strategy proposes a precinct-wide approach to minimise contamination disturbance and generation of waste. It also considers opportunities for a precinct-wide approach for groundwater remediation.

The proposed remediation strategy for the precinct has been based on a detailed assessment of viable remediation options. These include:

- soil/fill capping and containment, with excavation and off-site management of isolated hot spots (such as underground petroleum storage systems)

and in limited circumstances, excavation to manage flood impacts

- excavating asbestos wastes and/or chromium-impacted soil/fill and capping foreshore areas
- hexavalent chromium (and chlorinated hydrocarbon) groundwater treatment through source removal as the primary control, and use of other technologies such as a permeable reactive barrier along certain areas of the Parramatta River foreshore, supported by other measures such as ‘pump and treat’
- ongoing monitoring of natural attenuation for precinct-wide petroleum hydrocarbons, with the use of remediation corridors (easements) to facilitate future groundwater remediation programs
- restrictions on basement parking, except in limited circumstances on sites not affected by contamination.

The proposed remediation strategy is not intended to prohibit the adoption of new or alternative technologies that are not included above. If alternative technologies are proposed in future developments that differ from the proposed precinct-wide remediation strategy, applicants will need to demonstrate that the technology is viable on an individual site basis and consistent with the guiding principles of this strategy.

Generally, individual landowners and future site developers will be responsible for remediation of their properties, including adjacent foreshore areas, as part of their redevelopment. Sites to be used for higher order/more sensitive land uses (such as open space and school sites) will typically require remediation to a higher standard than areas that may be retained for employment or industrial uses.



In most instances, landowners will need to work together to stage remediation appropriately to ensure that conflicts caused by remediation and/or contaminated land management activities are avoided. Landowners in some instances will also need to work together to deliver mechanisms to address ground water contamination, which does not respect property boundaries.

The oversight for the remediation requirements for the contaminated land across the precinct will be shared by the department, the NSW Environment Protection Authority and the City of Parramatta Council. Provision of integrated governance arrangements for remediation across the precinct and the oversight and funding of ongoing management and maintenance arrangements will need to be carefully considered. Further investigation will be undertaken into the potential for an integrated governance framework to help manage precinct-wide remediation and/or contamination management activities.

Principles

The remediation strategy is guided by the following principles:

- Land is assessed and remediated/ managed so that it is suitable for the proposed land use and that the contamination does not present an unacceptable risk to human health or any other aspect of the environment.
- Selected remediation technologies should promote minimal disturbance and support the principle of waste minimisation.
- Coordinate remediation with landscape and water management strategies (including flooding and water-sensitive urban design), infrastructure provision (such as utilities) and extensive street tree planting.
- A precinct-wide approach to remediating groundwater should be adopted. However, wherever possible, the primary control of source removal should be adopted.
- Implement staging controls that ensure that land-use conflicts caused by remediation and/or contaminated land management activities are avoided.
- Residual contamination liabilities should be appropriately identified, apportioned, funded and governed.

Actions

- 5.1. Prepare precinct-wide documentation to support the planning process including:
 - precinct-specific development control plan or a standalone contaminated land action plan
 - precinct-wide concept-level remediation strategies
 - precinct capping and containment plan
 - precinct-wide hydrogeological and groundwater quality including (but not limited to) chromium, chlorinated hydrocarbons and petroleum hydrocarbons
- 5.2. Investigate governance mechanisms for precinct-wide remediation and/or contamination management activities.
- 5.3. Review options, including treatment and reuse, to accommodate surplus spoil (soil/fill) within the precinct.
- 5.4. Work and consult with landowners and developers to stage remediation appropriately.
- 5.5. Facilitate a precinct-wide groundwater remediation approach, including:
 - investigating the implementation of specific remediation technologies to deal with precinct-wide groundwater contamination such as:
 - installation of an in-ground permeable reactive barrier along the Parramatta River foreshore
 - ongoing monitoring of natural attenuation, with the adoption of remediation corridors (easements) to facilitate future groundwater remediation programs as new technologies become available.
- 5.6. Explore opportunities for the development of a funding framework, including mechanisms that would help support the implementation of groundwater remediation.

Sustainability

Camellia–Rosehill presents a unique opportunity to become a low-carbon, high-performance precinct. It will be positioned as a benchmark in sustainability, providing economic and social benefits to the wider Parramatta LGA, GPOP region and Greater Sydney. These benefits include the precinct’s contribution to emissions reductions, urban greening, resilience to drought and heat, and improved mobility and accessibility.

Net-zero emissions precinct

Camellia–Rosehill will develop with the goal of being a net-zero precinct by 2040, achieved by building efficiency and enabling a transition to renewable energy. Large roof spaces and significant parcels of suitable land provide a strong basis for establishing large scale solar within the precinct. New buildings and public infrastructure will maximise the use of efficient technologies in their design and operation. This may include developing utility-scale solar power generation, potentially providing a ‘behind-the-meter’ energy solution for local energy-intensive industries or the new town centre through an embedded energy network. Delivery of such a scheme would require a proposal from a utility or other private sector provider.

Recycled water for a cool green precinct

The Rosehill Recycled Water Scheme already services a number of businesses. Potential additional supply from Sydney Water’s new resource recovery facility will be leveraged to create a cool, green and sustainable precinct.

The precinct will optimise the use of recycled water in all industrial, recreational and residential development. Abundant availability of recycled water would enable large-scale planting throughout the

precinct to mitigate heat-island impacts, reduce dust and air pollution, and improve local amenity generally. The numerous other integrated economic, social and resilience benefits of this strategy are significant.

Tree canopy targets are proposed and will be implemented through planning controls. Any planting strategy would also need to consider contamination and remediation as key issues. Environmental assets will be protected and enhanced through remediation, additional planting and provision of new open space. This includes Parramatta and Duck rivers as well as the creeks and associated heritage-listed wetlands. The wetlands have high ecological value (and potentially cultural value) and provide habitat for endangered species and ecological communities such as saltmarsh and the green and golden bell frog.

Open space, active transport, and public domain planning will also need to be integrated with the development and delivery of precinct-wide environmental strategies. To this extent, we expect that public foreshore access and improvement will be a condition of any relevant redevelopment proposal.

Parking and mobility to reduce car dependency

Camellia–Rosehill will be well connected. It will be serviced by the Parramatta Light Rail, buses and new active transport connections to create a public transport focused, walkable, and bicycle-friendly community.

Car ownership rates could be expected to be as low as some of the more accessible areas around the Parramatta CBD. Good planning will ensure this access to public transport and access to employment is matched with lower parking rates for new dwellings.

Residential parking will be delivered as a transitional asset class that can be repurposed with changes in car ownership and mobility patterns. Parking will be provided decoupled and unbundled from the sale of apartments, and commercial spaces in mixed-use buildings.

This not only future-proofs the precinct but supports lower remediation and construction costs, increasing housing affordability.

To support and encourage the transition to electric vehicles, parking in all buildings and key public locations will have electric vehicle charging infrastructure, in line with the *NSW Electric Vehicle Strategy*.

Zero-waste precinct

Camellia–Rosehill will adopt a circular economy approach to rethink waste as a resource, in line with the *NSW Circular Strategic Plan* and the *NSW Waste and Sustainable Materials Strategy 2041*. This principle has the potential to leverage the EarthPower facility and innovative on-site organic waste management techniques to transform waste to energy and feedstock for the western Sydney agribusiness precinct.

Organic waste processing units could be located within the industrial area and be run by a fully integrated waste collection to processing service such as Goterra or a similar organisation.

Principles

The sustainability strategy is guided by the following principles, which align with principles and interventions outlined in the City of Parramatta Council's *Environmental Sustainability Strategy*:

- create an efficient, resilient precinct that achieves environmental best practice and demonstrates leadership in sustainability
- be a net zero emissions precinct by 2040 through building efficiency and enabling a transition to renewable energy
- optimise the use of recycled water in all developments for a cool, green precinct
- create a public transport focused, walkable, and bicycle-friendly community and implement parking strategies to reduce car dependency
- adopt a circular economy approach to rethink waste as a resource, in line with the *NSW Circular Strategic Plan* and the *NSW Waste and Sustainable Materials Strategy 2041*.

Actions

- 5.7. Explore options for precinct-scale renewables with utility providers and other private sector providers.
- 5.8. Collaborate with AquaNet, Sydney Water and private utilities to deliver recycled water to the precinct.
- 5.9. Explore opportunities to process waste at facilities such as EarthPower or develop an agreement with a processing service to process organic waste using modular organic waste processing units on an industrial site within the precinct. Alternatively, explore implementing a food and garden organics collection service within the future precinct with the City of Parramatta Council.
- 5.10. Leverage NSW Treasury's investor relationships, both foreign and domestic, to attract a pipeline of future-focused industries to the Camellia-Rosehill industrial precinct to promote renewal and the circular economy.



Opportunities for precinct-scale renewables will be explored under the place strategy

Landscaping and ecology

Riparian zones and wetland ecological communities will be protected and enhanced. Delivery of a green and cool precinct will be heavily reliant on provision of recycled water, implementation of water-sensitive design measures, and ensuring that landscaping is integrated with remediation strategies.

Principles

The landscape strategy is guided by the following principles:

- Provide environmentally sensitive interfaces to creeks and rivers.
- Protect and enhance riparian zones and wetland ecological communities, including the key fish and frog habitats.
- Sensitively integrate riparian zone protection with public access to minimise adverse impacts on environmentally sensitive areas.
- Create a cool and green precinct to help provide resilience against urban heat through water-sensitive urban design/integrated water management, increasing canopy cover, and passive irrigation to street trees.
- Provide a recycled water network to provide resilience against the impacts of drought.
- Increase biodiversity, including using locally indigenous plant species.
- Provide nature-based recreation opportunities.
- Retain mature trees where possible and plant trees where they will provide the greatest ecological value, pedestrian amenity and reduction in urban heat-island effect.
- Ensure landscape treatments are integrated with any necessary remediation strategies.
- Integrate the 2 priority projects into the future development of the precinct – Duck River Priority Project and Parramatta River Foreshore Priority Project.

Actions

- 5.11. Consider incentives to encourage revegetation or restoration of surplus/unused private land with native/endemic species.
- 5.12. Explore native/endemic species targets for private developments.
- 5.13. Investigate opportunities for buffers to the wetland.

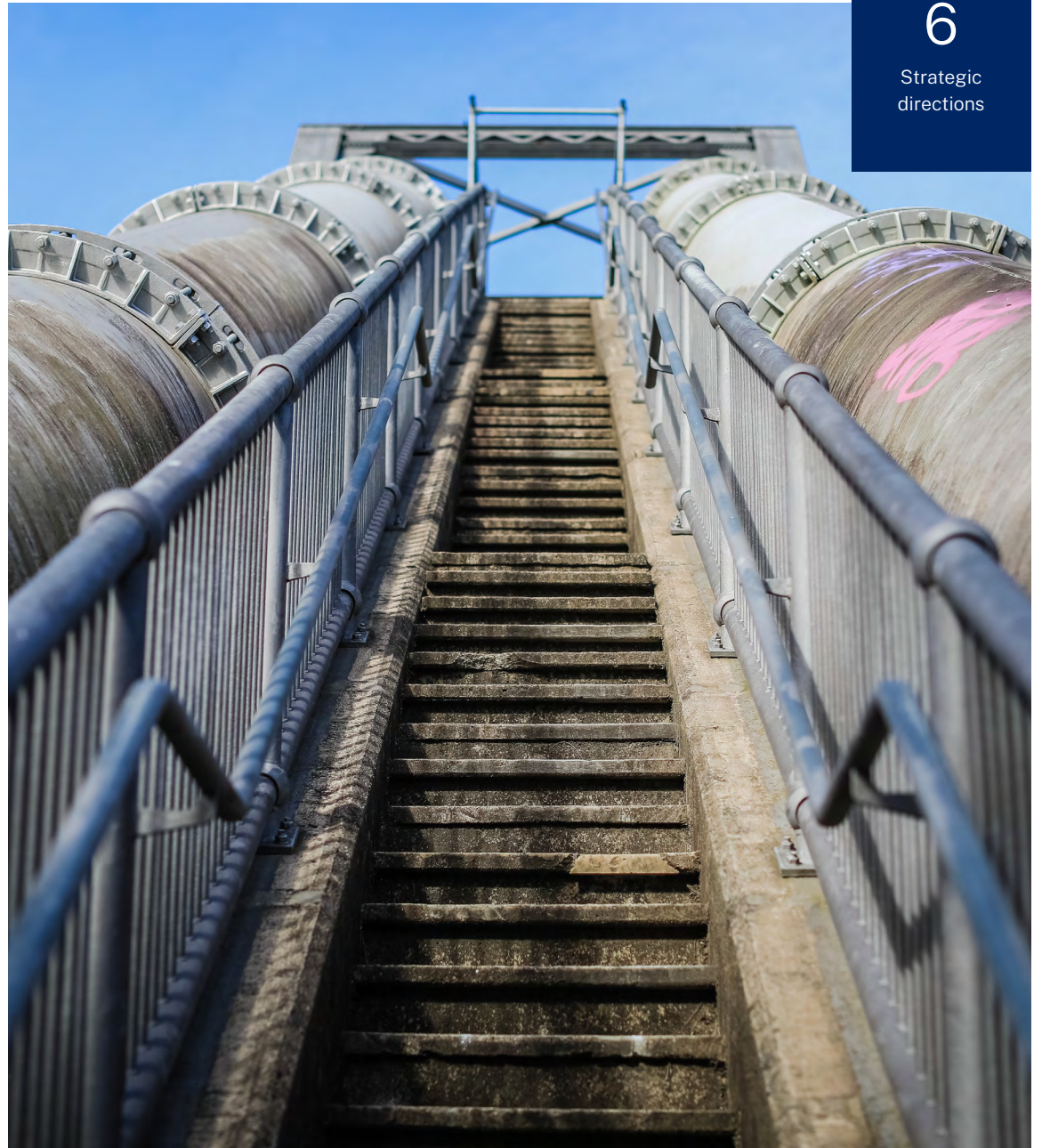


Integrated water management

A number of complicated challenges have been considered in developing the integrated water cycle management strategy. This includes flood risk, the lack of capacity of the existing stormwater drainage network, contaminated land reducing the ability to manage flood and stormwater with channels and basins, and poor stormwater runoff quality, which adversely impacts the quality of water in the Parramatta River.

The integrated water cycle management strategy seeks to provide guidance for the future development of the precinct. It is guided by the following principles that build on a range of policy and planning documents.

Strategic flood modelling has been undertaken to understand how the flood risk would change across the precinct with the adoption of a capping strategy to manage contamination and therefore improve the viability of the master plan. The capping strategy is based on a precinct-wide approach of minimising contamination disturbance and generation of waste requiring offsite management, and balancing filling of land around existing flood risk. Further assessment of flooding is required prior to the rezoning to implement the master plan.



Right: Utility bridge on Thackeray Street

Principles

A coordinated approach to address flooding challenges

- Ensure that development is compatible with the flood behaviour, hazard and risk, including consideration of flood emergency management (evacuation routes and safe refuge), climate change projections for increased rainfall and sea-level rise for an appropriate planning horizon, and locating sensitive land uses (such as aged care, schools and childcare) and critical land uses (such as substations) in suitable areas
- Ensure there are suitable strategies to address any proposed changes in ground levels associated with development, including consideration of setbacks from main waterways/rivers and identification of overland flow routes to allow the controlled passage of floodwaters across the precinct.

- Maintain current levels of flood storage to avoid adverse offsite flood impacts.
- Provide storage (detention) for local stormwater runoff to help return flow regimes in watercourses to natural conditions.

Water-sensitive urban design, water reuse and management

- Improve the water quality of the surrounding waterways and catchments.
- Ensure water quality treatment of stormwater runoff for the precinct focuses on point-source treatment and options that consider contamination and capping constraints.
- Implement water quality and quantity management onsite to help cool the precinct.

Actions

5.14. Prepare a precinct-wide flood risk study and plan that includes:

- a detailed flood model for the site based on the best available 2-dimensional modelling. The model should include all current and known proposed developments (such as the Sydney Metro and Light Rail projects). The model should consider all flood events up to and including the probable maximum flood, as well as climate change projections
- identification of potential on-and off-site impacts from filling and capping, and mitigation of these impacts for all events up to probable maximum flood
- identification of compatible land uses against flood hazard categorisations in accordance with the *'Managing the Floodplain: A Guide to Best Practice in Flood Risk Management in Australia'* (Handbook 7, Australian Institute for Disaster Resilience, 2017) and the NSW Government's *'Floodplain Development Manual'* (2005) or latest guidelines

5.15. Develop planning guidelines/controls based on the recommendations of the integrated water cycle management strategy implementation report, and consistent with the *Risk-based Framework for Considering Waterway Health Outcomes in Strategic Land-use Planning Decisions* (2017), and priorities and actions in other relevant strategies, including the *Central City District Plan* (2018), and *Duba, Budu, Barra: Ten Steps to a Living River – the Parramatta River Masterplan* (2018).

5.16. Undertake further engagement with the NSW State Emergency Service to understand emergency management for the precinct and evacuation versus 'shelter-in-place' approaches to a flood emergency. Engagement should inform updates to the local flood plan, such as including any new roads that service the precinct.

5.17. Prepare an evacuation study that considers the flood risks for the precinct.

5.18. Consult with the NSW State Emergency Service and other emergency service authorities to obtain their advice on the fill approach and access requirements during flood events.

7 Master plan

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Sub-precincts

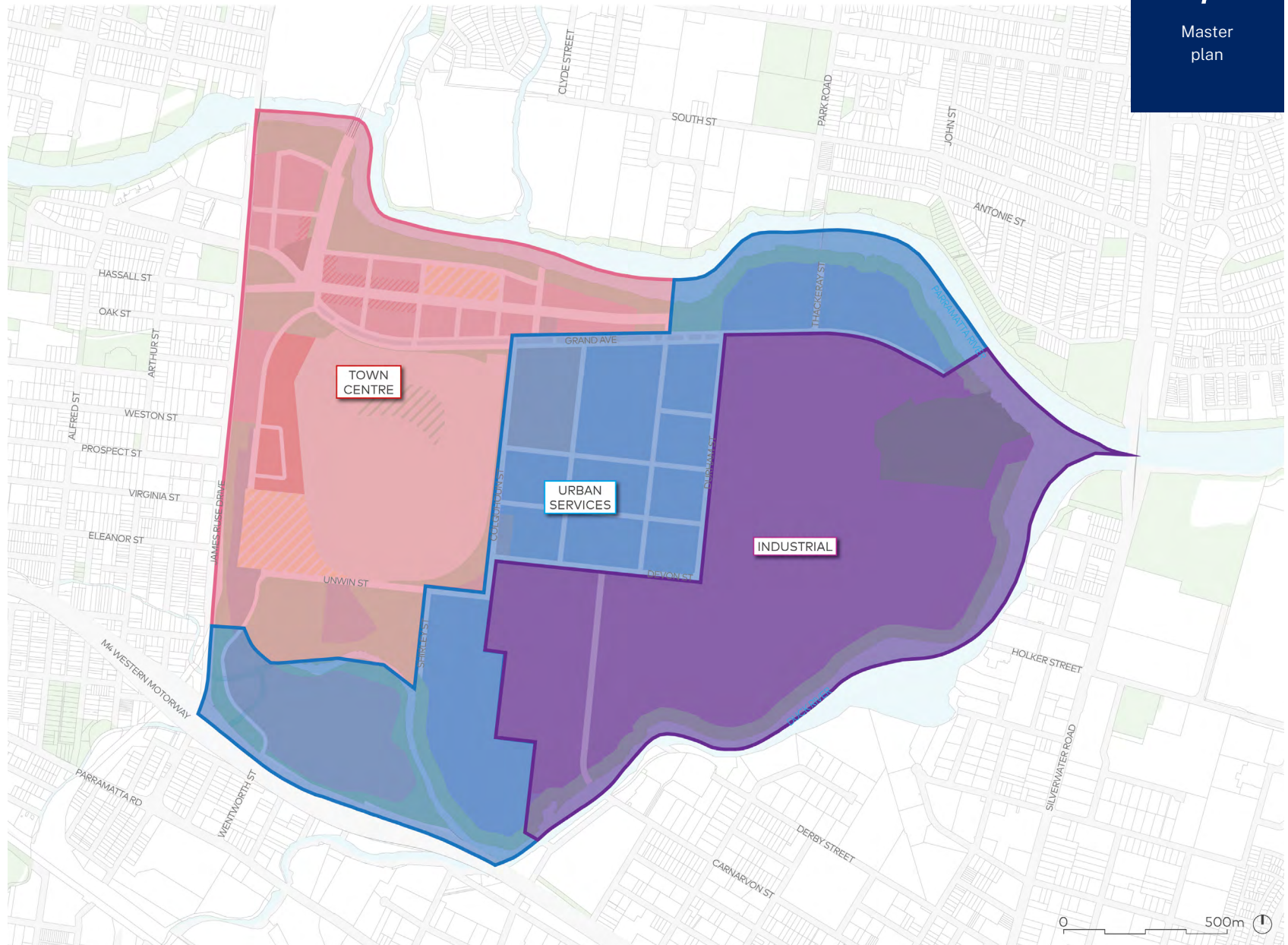
Artist's impression of the
Camellia-Rosehill precinct in 2041



The master plan represents an aspirational end-state for the Camellia–Rosehill revitalisation and will inform more detailed rezoning work and preparation of supporting development controls. The plan is designed around the physical and environmental challenges of the area and focuses on leveraging its most vital asset – the Parramatta River. It also considers planned investment in Parramatta Light Rail Stage 1 and potential Parramatta Light Rail Stage 2.

The plan delivers on a number of policy directions and actions. It also incorporates an assessment of Camellia–Rosehill’s future movement, open space and social infrastructure needs.

Figure 10: Overview of sub-precincts



Sub-precincts

The Camellia–Rosehill master plan includes 3 sub-precincts that have been defined through a collaborative design process.

To realise this transformation and prioritise the directions and actions, design criteria have been established for each sub-precinct based on the desired future character of each area.

This has been considered in establishing the potential land-use zoning controls, development standards, and planning and design controls detailed in Section 8. These will be further investigated through the rezoning process.



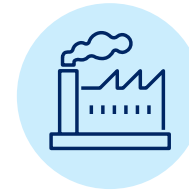
The active town centre and entertainment sub-precinct

(the 'front door')



Urban services sub-precinct

(the 'transition area')



Industry sub-precinct

(the 'back yard')



The active town centre and entertainment sub-precinct

(the 'front door')

A new town centre located to the north-west and along the western edge of the precinct will serve as a hub for community activity. It will capitalise on the Parramatta Light Rail Stage 1 and Stage 2 and improved access to James Ruse Drive. New homes, jobs, shops, cafes, restaurants, entertainment and local services will be located close to transport connections in an attractive place for people to live, work and visit. There will be a focus on housing choice, creating a diverse range of uses.

High-density residential uses will be supported by novel building types that meet targeted residential needs such as student accommodation, build-to-rent, and affordable housing, among other typologies.

Local services and social infrastructure will support the new residential community.

Land between the Rosehill Gardens Racecourse and James Ruse Drive will be developed as a mixed-use entertainment precinct, providing the City of Parramatta and surrounding areas with an 18-hour entertainment destination, including restaurants and small bars, venues for entertainment, live music, arts and culture, as well as special events which will continue to utilise the racecourse.

The precinct's 'front door' will be realised through the transformation of the banks of the Parramatta River into a linear park that contributes to the open space network both within the precinct and across the broader area. The new community, and

surrounding areas, will initially enjoy enhanced public access to the Parramatta River through new waterfront parks. In the longer term, the linear park will connect the precinct to Parramatta CBD, Sydney Olympic Park, and on to Circular Quay.

A revitalised Grand Avenue will provide east-west connections with dedicated off-street walkways and cycleways. Green links, wider pedestrian footpaths and featured landscape settings will provide comfortable walking and cycling connections towards and between the proposed waterfront promenade, waterfront parks, transit facilities, the town centre and event spaces.

Through flexible planning controls, there will be a diverse range of permissible land uses for parts of the town centre that are closer to the urban services sub-precinct. This may include artisan industries (small-scale niche manufacturing), event production, technical services, creative industries, low-intensity food and beverage manufacturing, printing, and bulky goods showrooms.

Building heights will vary across the sub-precinct. Building heights have been and will continue to need to be designed to protect the solar access of key areas of open space throughout the precinct and provide sensitive transitions to heritage items and the primary school. It will also be important to provide a varied and permeable skyline that recognises that the precinct will be visible from the northern foreshore of the Parramatta River and important cultural sites such as Elizabeth Farm.

Buffers and design measures will be implemented around the Sewage Pumping Station SPS067 and in relation to the fuel pipelines.

The town centre and entertainment sub-precinct is anticipated to include a cap of 10,000 dwellings, managed through floor space ratio controls.

This will ensure that future populations of this area can be fully supported with adequate educational facilities, parks and other social infrastructure, as well as have effective transport connectivity.

Supporting social infrastructure and open space

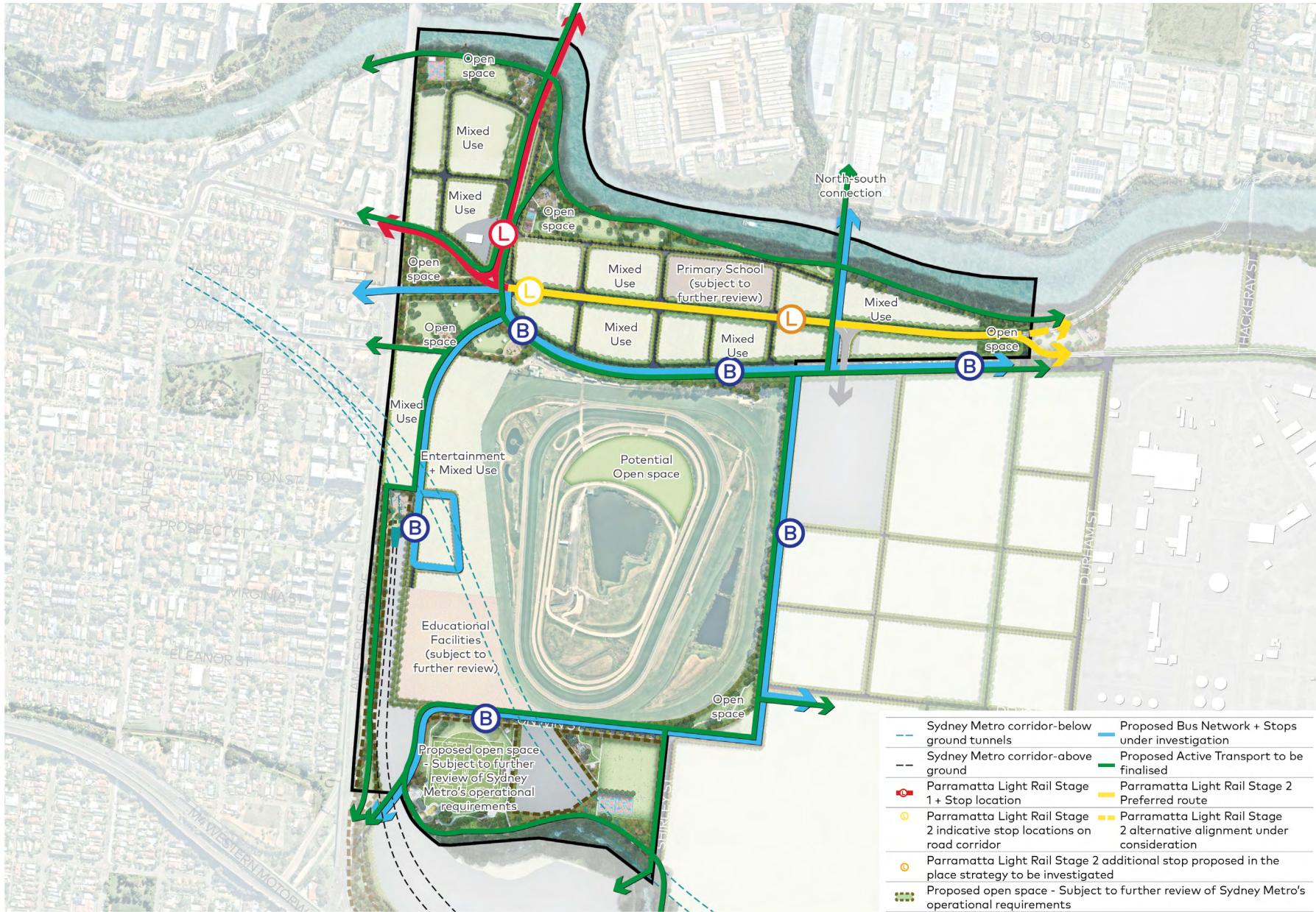
Future development within the precinct will generate demand for new social infrastructure. Recent shifts in work practices, such as increased working from home, mean that there is an increased need for social infrastructure close to home, including open spaces, community spaces, libraries, cultural spaces and childcare centres.

This integrated master plan proposes:

- a 2-hectare primary school located adjoining open space along the Parramatta River*
- a 5.4-hectare K-12 school adjacent to the Rosehill Gardens Racecourse*. This is to futureproof longer term needs of the new residential population
- 24.9 hectares of parks and sports spaces across the precinct and 29.6 hectares of natural areas which includes foreshore public open space and the wetland
- a 5% to 10% affordable housing provision
- a minimum 4,300sqm multipurpose hub to be located in the town centre.

*Note that the locations of the schools are under investigation and subject to further review by School Infrastructure NSW. Opportunities to increase the size of the K-12 site to achieve the 6ha as originally requested will be explored, if required.

Figure 11: The active town centre and entertainment sub-precinct





Urban services sub-precinct

(the 'transition area')

This place strategy responds to the evolving nature of industrial precincts throughout Sydney and introduces an urban services component located adjacent to the Parramatta River and Rosehill Gardens Racecourse. This highlights the precinct's central location within the GPOP corridor and the need to provide critical services for the burgeoning population in this precinct, with a particular focus on the importance of urban services and strategic industrial uses in highly accessible areas.

The revitalised Grand Avenue will act as a catalyst for a new business activity corridor forming the transition area east and south of the town centre. Businesses in the urban services precinct will provide a buffer between residential and industrial uses and could act as a hub for research, innovation and emerging technologies to support other industries in the precinct, Parramatta CBD and Greater Parramatta.

Existing heavy industries along the foreshore are intended to transition over time to high order urban service uses and take advantage of the potential light rail, new active transport linkages and outlook to the Parramatta River.

A diversity of lot size and built form typologies will support a range of industries from urban services to population serving retail and recreation uses. It will be activated over the course of the day, evening

and throughout the weekend. A vibrant evening economy clustered around the potential future Parramatta Light Rail Stage 2 alignment and stops will attract diverse users such as brew-pubs, flexible event spaces and maker spaces that serve as a transition between the precinct's 'Front Door' and 'Back Yard'.

Vehicular and active transport links will connect the urban services sub-precinct to the adjacent Rydalmere and Silverwater precincts to support and foster co-locational synergies. It will also have the capacity to accommodate the growing demand for sub-regional freight and logistics uses and last mile deliveries.

The sub-precinct also includes the Parramatta Light Rail Stabling Yards (under construction) and Sydney Metro Stabling Yards at Clyde, which both include stabling, maintenance and ancillary facilities.

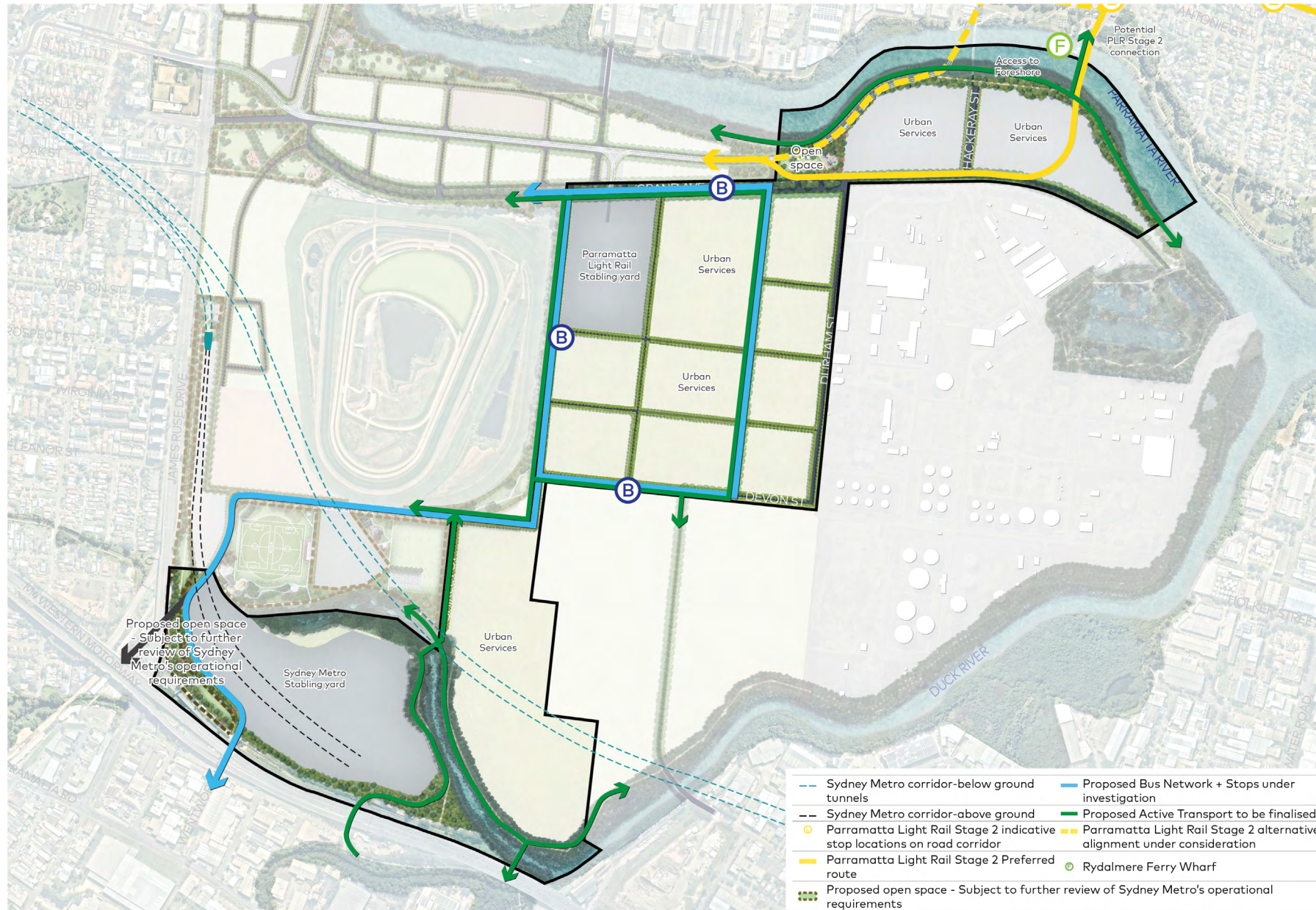
New developments will integrate with the public domain, with generous landscaping including green roofs to provide further buffers to heavy industry, providing amenity for new businesses and visitors. Workers in the urban services and industrial sub-precincts will have easy access to local open space, with a local park to be provided along the foreshore near the intersection of Grand Avenue and Durham Street. Further opportunities for additional public open space within the urban services sub-precinct will be investigated as sites redevelop.

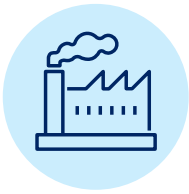
Indicative place outcomes for the urban services sub-precinct are illustrated in Figure 12.

Commercial buildings in Camellia–Rosehill



Figure 12: Urban services sub-precinct





Industry sub-precinct

(the 'back yard')

Industrial uses critical to the success and function of Sydney are planned to be retained in the eastern and southern areas of the precinct. This includes Viva Energy's fuel storage and distribution terminal and the facilities for manufacturers of building materials such as asphalt and concrete.

Water, waste and energy recycling businesses such as the Rosehill Recycled Water Scheme have the potential to create a strong economic cluster that can drive innovation. They could expand to deliver circular economy outcomes for the Central River City and Sydney more generally.

New industrial lots that are currently being established on land surplus to Viva's needs will provide opportunities for industrial businesses to relocate or establish in the precinct.

By harnessing the precinct's proximity to Westmead and Western Sydney University, innovative research-and-development-aligned activities such as prototyping and fabrication could be supported through partnerships with universities and research institutes.

This area will be supported by a road network that services heavy vehicle movements and freight distribution.

Businesses located along Grand Avenue will benefit from Parramatta Light Rail Stage 2 should this proceed through the precinct. Localised bus services will service industrial lots in the south.



The heritage listed wetland will be retained and enhanced. Opportunities to make this publicly accessible are under investigation and will consider need to protect the ecological values, ensuring safety and security taking into account Viva's continued operations and the distance from the active town centre.

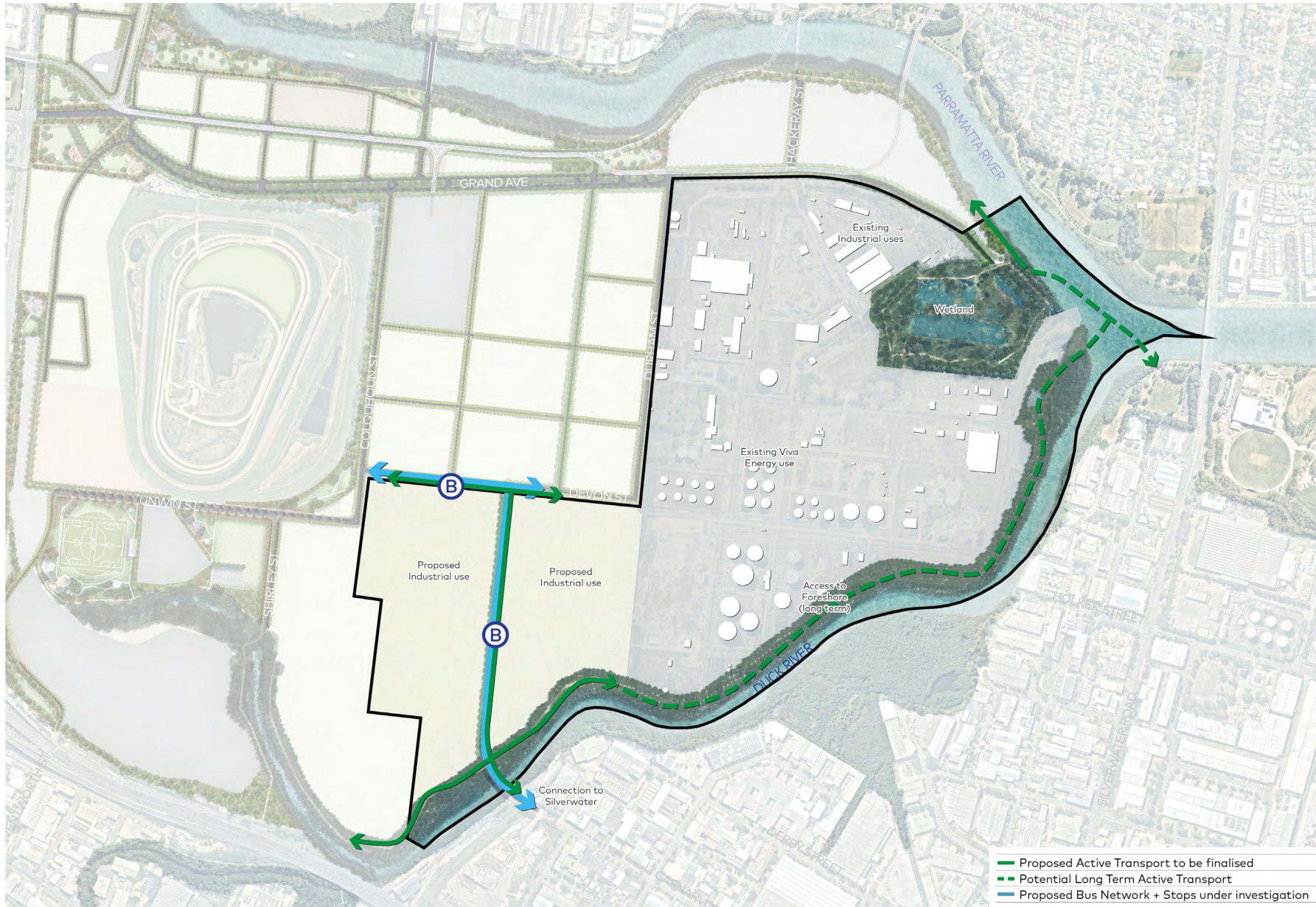
New active transport linkages will be provided along the foreshore of Duck Creek connecting west and south to the Duck River Priority Project. A potential long-term active transport connection west along the Viva Energy site has also been identified to

recognise that this should be explored, should future operations at Viva's site change.

Building heights will generally vary from one to three storeys. New developments will better integrate with the surrounding public domain, provide for generous landscaping and large scale solar (where possible).

Above: Viva Energy's Clyde and Parramatta Terminals, located in the Industry sub-precinct, are key fuel storage and distribution terminals, supplying a range of fuel products across New South Wales.

Figure 13: Industry sub-precinct



8

Key land-use controls

Aerial view looking from Parramatta east
towards the Camellia–Rosehill precinct

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A new framework

A new framework

Implementing the integrated master plan will require the introduction of a new land-use and development framework. Potential planning controls have been identified however these will be further refined and consulted on through a future rezoning process.

Zoning and development standards

The proposed changes to land zoning and development standards are shown in Figure 14 on page 77 and summarised in Table 1: Proposed land-use zoning and development standards on page 78.

The proposed land-use zones are based on *Parramatta Local Environmental Plan 2011* (PLEP

2011), the department's *Standard Instrument – Principal Local Environmental Plan (2006 EPI 155a)* and [employment zones reform](#).

The height and floor space ratio controls have been informed by the technical studies and urban design analysis to ensure delivery of high quality place outcomes. This will be further tested through the rezoning process. The urban design analysis included an assessment of consistency with design policies and documents including *Better Placed, Movement and Place* and *State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development* as well as 3D modelling and solar access studies. Refer to the Integrated Master Plan and supporting studies for more information.

Right: Parramatta Light Rail Stage 1 under construction. Credit: Transport for NSW

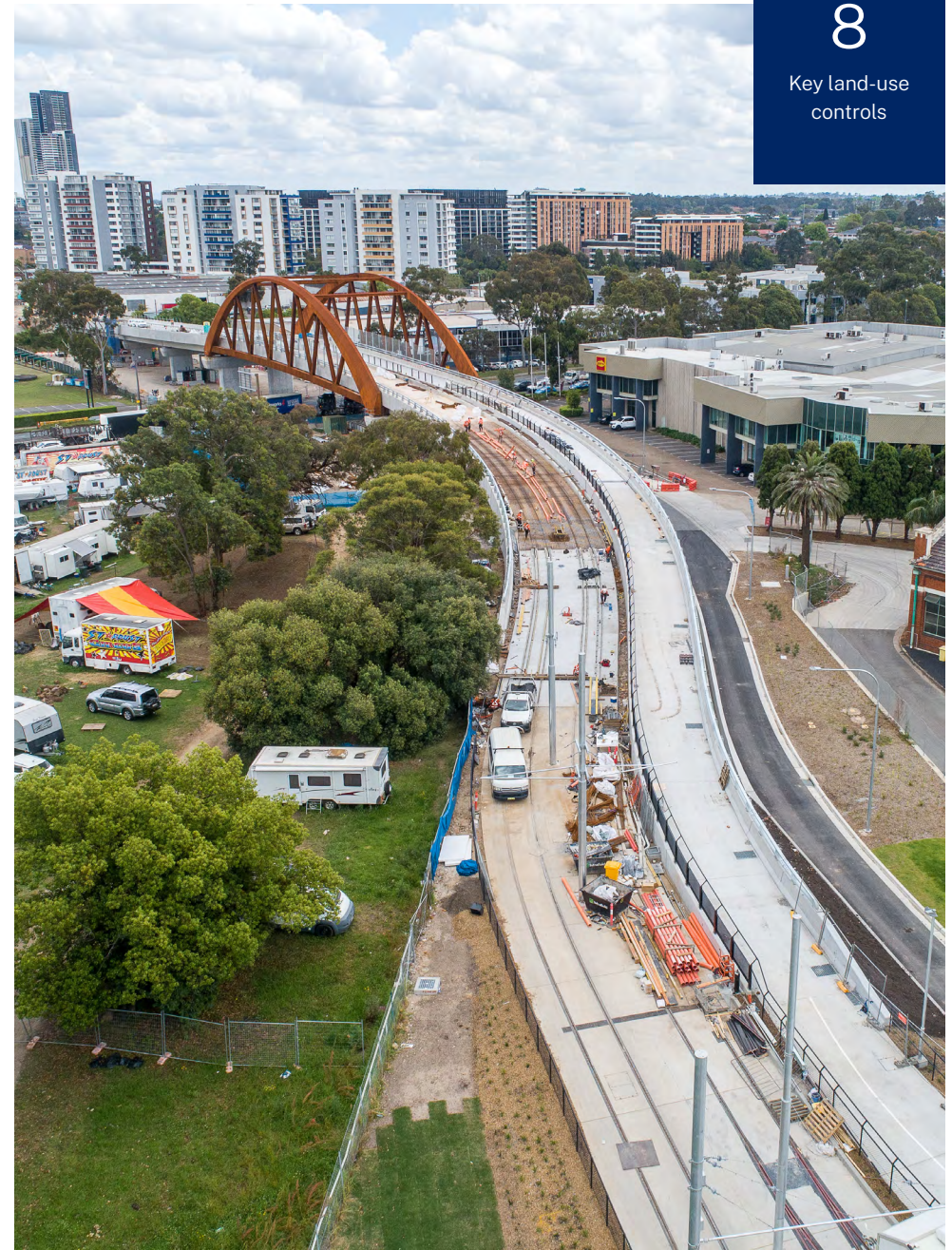


Figure 14: Proposed land uses

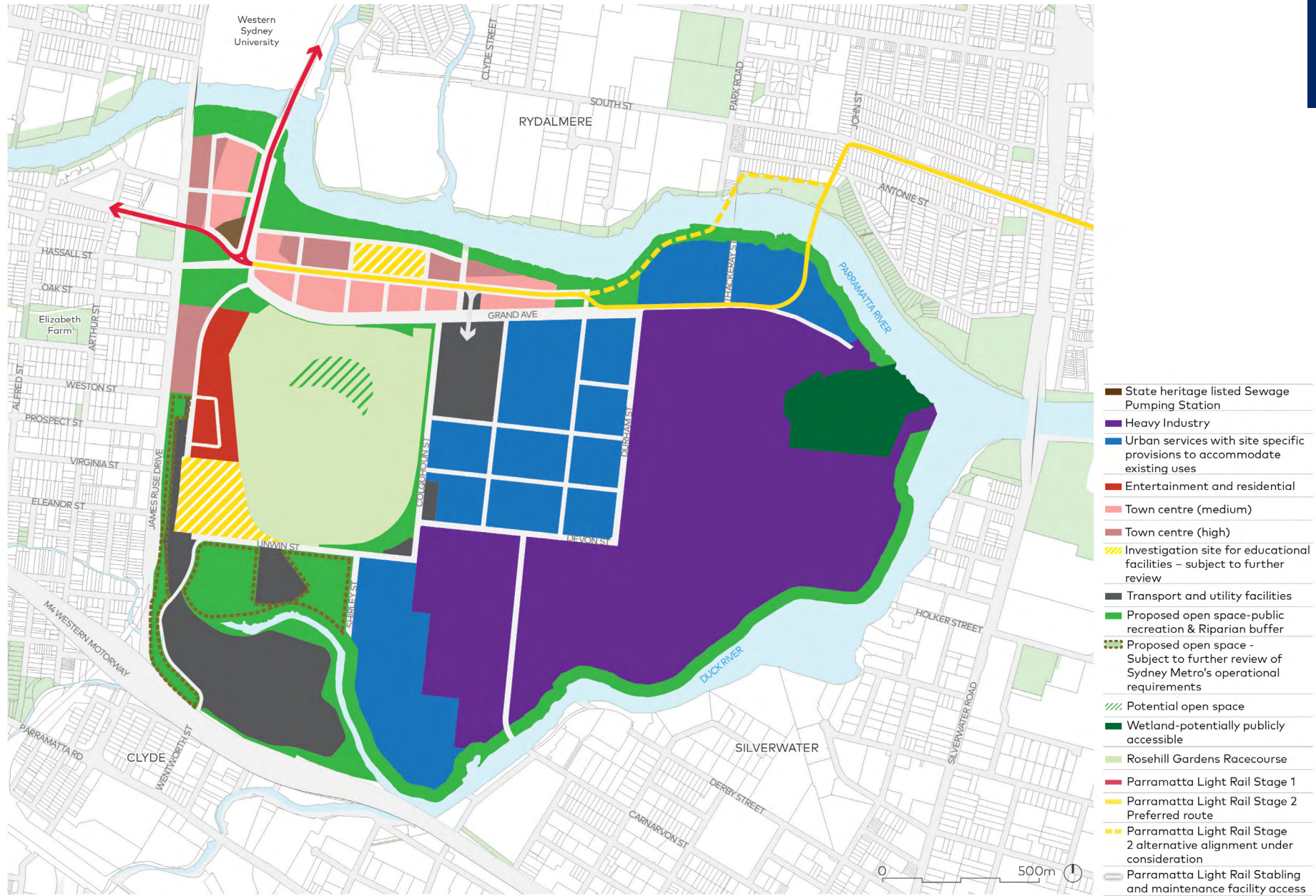


Table 1: Proposed land-use zoning and development standards

Land use	Zoning	Maximum building height (metres)	Maximum floor space ratio*
Town centre (medium)	MU1 Mixed Use (B4 Mixed Use under PLEP 2011)	80	4.5:1
Town centre (high)	MU1 Mixed Use (B4 Mixed Use under PLEP 2011)	130	5.5:1
Sewage pumping station 067	SP2 Infrastructure	N/A	N/A
Entertainment	MU1 Mixed Use (B4 Mixed Use under PLEP 2011) or adopt SP3 Tourist zoning	36	4:1
Rosehill Gardens Racecourse	Retain its current RE2 Private Recreation zoning under PLEP 2011 or adopt SP3 Tourist zoning	N/A	N/A
Urban services	E3 Productivity Support with site specific provisions to accommodate current uses (B5, B6 and B7 under PLEP 2011)	N/A	1.5:1
Heavy industry	E5 Heavy Industrial (IN3 Heavy Industrial under PLEP 2011)	16	1:1
Heavy industry – Devon Street industrial subdivision	E5 Heavy Industrial (IN3 Heavy Industrial under PLEP 2011)	N/A	1.5:1
Transport infrastructure	SP2 Infrastructure	16	N/A
Schools	SP2 Infrastructure – Educational Establishment (with the Minister for Education and Early Learning listed as the ‘acquiring authority’)	Not specified.	N/A
Foreshore and open space	RE1 Public Recreation	N/A	N/A
Wetland	C2 Environmental Conservation	N/A	N/A

* Note: Floor Space Ratio controls are to be read in conjunction with the qualitative risk assessment (land use safety) report.

Planning and design controls

The planning and design controls outlined in this section are proposed to be explored and developed as part of the preparation of any future rezoning. These controls aim to deliver on the strategic directions and principles outlined in this place strategy. This is a preliminary list, which may be expanded during investigations for a future rezoning.

Strategic direction 1 Recognise and celebrate Country (Nura) and heritage

- Ensure foreshore access as part of any future redevelopment of land
- Provide minimum setbacks to the foreshore of 40m
- Promote and incentivise heritage conservation
- Provide sensitive transitions to heritage items, spaces and values through height, density, setback, built form, landscape treatment and open space
- Consider place-making principles for heritage listed sites as identified in the *Camellia-Rosehill implementation report – heritage* by Hector Abrahams Architects
- Minimise overshadowing impacts to the state heritage listed Elizabeth Farm site
- Ensure the river frontage of Parramatta River is designed appropriately and addresses views to the state heritage listed Female Orphan School
- Ensure the protection, conservation and interpretation of Aboriginal cultural heritage as development proceeds from planning through to construction and operation.



Mangroves along the Parramatta River foreshore at Camellia

Strategic direction 2 Boost economic activity and employment opportunities

- Establish buffers and setbacks to address potential land-use conflicts and enable 24-hour operations on employment lands
- Enable the retention of large lot sizes for industrial and employment uses and an appropriate subdivision pattern in the town centre and urban services sub-precincts
- Support emerging industries and technologies through flexible zones
- Embed innovative approaches to structures and built-form controls
- Establish a Digital Connectivity Standard to guide requirements for enabling digital infrastructure (such as pits, conduits and smart poles) for industrial and employment uses
- Identify late-night trading areas across the precinct
- Retain diverse and affordable employment spaces that enable a broad range of activity, including the retention of current uses
- Require a proportion of development on identified sites within the town centre to be provided for non-residential uses by nominating a floor space ratio control
- Exclude types of desirable development (such as decoupled parking, community facilities and end of trip facilities) from floor space calculations
- Provide continued permissibility for a set period of time for certain current uses that may otherwise become prohibited through a future rezoning.



The precinct will have greater capacity for job opportunities in urban services, high-tech, innovation and research, and aligned industries.

Strategic direction 3 Improve access and sustainable travel options and choices

Prioritise travel behaviour change to discourage car use and support more sustainable travel choices such as public and active transport

- Enable the delivery of decoupled parking to reduce the need for on-site parking
- Provide for bicycle parking locations and rates of provision, including secure but publicly accessible end-of-trip facilities
- Reduce car dependency by:
 - implementing maximum car parking rates that respond to future mobility patterns and transport infrastructure
 - having minimum requirements for car sharing
 - investigating mode share targets
 - enabling decoupled parking solutions
- Acquire or require dedication of land to achieve the desired transport outcomes, if needed
- Establish building setbacks to major roads that improve amenity and provide sufficient land for James Ruse Drive intersection upgrades
- Ensure improved street network permeability that prioritises pedestrians and cyclists to promote multi-modal trips and the efficient use of existing public and private parking facilities
- Match road widths to their intended purpose/function
- Consider and design freight corridors throughout the precinct to minimise amenity impacts, while preserving the corridors to ensure that 24/7 supply chain operations are maintained.



Light rail will provide a high-capacity, high-frequency public transport connection between the precinct and key locations including the Parramatta CBD and the Westmead Health and Innovation District

Strategic direction 4

Deliver high-quality place outcomes

- Implement planning and design controls to minimise land use conflicts and ensure amenity including:
 - Identify appropriate land uses, including public spaces, permitted to be located within hazard risk areas
 - Identify setbacks from the risk sources to mitigate against loss of life and property
 - Implement buffers around the sewage pumping station to address odour impacts
 - Delineate suitable buffers between current and future residences and any major new industrial developments
 - Identify design features such as glazing and landscaping.
- Investigate and implement controls to enable the delivery of a diversity of dwelling typologies
- Establish a requirement for the delivery of a 5% to 10% affordable housing provision
- Establish an approach to design excellence for the precinct, specific projects, sites or uses to guide design quality for planning, development and delivery
- Investigate controls to ensure the delivery of a high-quality and well-designed public domain, open spaces and places
- Implement controls to ensure digital connectivity to street furniture in public spaces
- Implement an Activation Framework for public spaces for the precinct

- Identify areas where active street frontages for retail or commercial uses should be provided to encourage activity at the street level
- Identify indicative late-night trading areas across the precinct
- Provide flexible controls to integrate urban service uses into the town centre such as additional permitted uses, varied floor to ceiling heights, and partitioning to minimise conflicts
- Introduce best-practice resilient building design controls to mitigate environmental impacts and promote energy and water savings/recycling
- Implement controls to mitigate morning overshadowing of Elizabeth Farm during winter
- Identify 'safe routes' to and from the town centre and entertainment sub-precincts from all directions, to ensure safety at night and promotion of a thriving night-time economy
- Implement controls to ensure appropriate solar access to public spaces
- Enable suitably sized open space, recreation and active transport uses to accommodate a variety of purposes and functions
- Acquire or require dedication of land to achieve the desired open space, social infrastructure provision and public domain outcomes, where needed
- Establish built form controls* that promote framing of open space and public space to promote activation and passive surveillance, including for active transport links within the industrial and urban services sub-precincts

- Apply and implement the *NSW Movement and Place Framework* for the precinct
- Ensure land use, public domain and built form outcomes integrate with public transport stops and routes.
- Further develop design principles and controls for sub precincts and specific land uses.

Below: Residences will be high quality, high amenity, and well connected



*Built form controls will be subject to detailed urban design analysis and the flood risk study and plan

Strategic direction 5

Be net zero ready by 2040 and deliver a holistic approach to environmental management and sustainability

Remediation

- Implement the principles of the Remediation Strategy
- Ensure land is or can be made suitable for the intended use, to enable rezoning decisions
- Establish a staging and sequencing framework to guide remediation and/or management activities to avoid land-use conflicts
- Restrict basement parking, except in limited circumstances on sites not affected by contamination or flooding constraints
- Facilitate 'clean' infrastructure and vegetation corridors
- Make provision for the installation of remediation technologies and maintenance arrangements, where required, such as the creation of easements and setback controls
- Provide guidance on geotechnical considerations

Ecology, sustainability and landscaping

- Protect high quality ecological areas within the riparian zone
- Deliver project-based targets in BASIX including high-performance targets for residential development and specific requirements for non-residential building types as recommended in the sustainability strategy

- Future-proof buildings including mandating dual plumbing in all new buildings to connect to recycled water, providing electric vehicle charging and battery charging, augmenting buildings for digital/smart infrastructure and zero waste
- Maximise canopy cover on all pedestrian spaces (footpaths, trafficable pedestrian areas) at a minimum, and deliver the canopy cover targets identified in the landscape implementation report
- Ensure setbacks to new streets maximise capacity to accommodate large canopy trees for shade
- Integrate landscape treatments with remediation strategies, such as soil depth requirements, in relation to any capping layer thicknesses and the provision of trees in public spaces, including options for excavation versus mounding up.
- Establish green cover¹ targets/controls for all land use typologies.
- Implement other measures to assist with cooling the precinct, such as:
 - using cool materials and building design, including heat-reflective materials and façade shading
 - rooftop placement of HVAC heat rejection to allow for the removal of waste heat by the wind
 - water-sensitive urban design, irrigation and water features

- vegetation, green roofs, green walls and materials with a high solar reflectance away from the public domain

- Explore native and local plant species targets/requirements for private developments
- Ensure active transport linkages are designed to minimise environmental impacts.

Flooding and integrated water management

- Set the flood planning level for all habitable floor levels in the precinct to the 1% annual exceedance probability, inclusive of climate change projections for rainfall and sea level rise through to 2150, with 500 mm freeboard
- Ensure land-use planning considers the flood hazard of the land and avoid development within all floodways
- Ensure no net loss of flood storage due to cut and fill, loss of flood conveyance, significant diversion of flood flows or significant changes to hydraulic flood hazard conditions that impact on private property or impact on safe access or on evacuation routes
- Stipulate flood-compatible building design, including types of materials and fencing, and around overland flow paths

¹ Green cover is defined as living organisms growing in soil that have stems, leaves, and roots. Green cover is open to the sky and can be located in common areas or within private open space such as balconies or roof tops. Green cover includes deep soil areas, planting on structure (rooftops, podiums, planters) and planting such as lawn and gardens in communal open space.

- Ensure setbacks of a minimum 40 m from the mean high-water level are provided from main waterways/river areas to ensure areas of fill avoid 'high hazard' flood areas and for maintenance/enhancement of riparian habitats
- Maintain current levels across the Viva Energy site to minimise impacts on surrounding areas
- Provide for flood storage across the precinct to capture local flood runoff and keep the impacts within proposed flood management objectives
- Provide for floodways/overland flow routes across the precinct
- Ensure the design of a flood-free evacuation route that minimises the impact on Duck River
- Investigate the creation of an area within the town centre that will remain flood-free under all circumstances and continue to provide essential community services and infrastructure
- Establish shelter-in-place strategies for new development where necessary to implement key principles
- Provide stormwater infrastructure to drain low areas of the precinct that also incorporate storage
- Design all drainage and storage infrastructure so that site contamination and any required capping is not breached
- Require provision of rainwater tanks where suitable to support water demand management

- Undertake further assessment of Weber and Ramilo (2022) methodology which covers sustainable supply options, improved wastewater treatment, stormwater quality improvement and hydrologic management as overarching objectives
- Ensure piping and pumps are protected from contamination sources and manage stormwater runoff at the source, such as along the edges of road and carparks, and within new developments and use the green spaces to treat stormwater runoff
- Identify stormwater infrastructure that considers the connections of the traditional owners to the surrounding waterways
- Ensure development is designed to meet the NSW Government's Water Quality Objectives for Parramatta River and contribute to the aspiration of the Parramatta River Catchment Group's vision for a swimmable river
- Develop strategies for achieving or improving water quality targets associated with stormwater management in the precinct.

Other planning controls

Some additional planning controls need to be investigated further before rezoning.

These include:

- identifying the site as an 'intensive urban development area'
- site-specific provisions to identify key sites to deliver infrastructure required to support development

- provisions for the acquisition or dedication of land
- additional planning controls that have been listed in earlier sections of this place strategy.

Planning controls in the state environmental planning instruments will continue to apply where relevant. In particular:

- The components of *State Environmental Planning Policy (Biodiversity and Conservation) 2021* that were formerly contained within *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005* identify several heritage items and provides additional controls relating to the foreshore and wetland areas
- The components of *State Environmental Planning Policy (Resilience and Hazards) 2021* that were formerly contained within *State Environmental Planning Policy (Coastal Management) 2018* includes requirements for wetland areas and coastal areas within the precinct
- The components of *State Environmental Planning Policy (Resilience and Hazards) 2021* that were formerly contained within *State Environmental Planning Policy No. 55 Remediation of Land*
- *State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development*.

9

Implementation

Artist's impression of the future foreshore park along Parramatta River at Camellia

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Realising the vision

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Next steps

Realising the vision

Governance

Collaboration between state agencies, council and industry has been essential in preparing this place strategy. Building on this foundation, the department will continue to coordinate the implementation of the place strategy through a project control group that:

- oversees the implementation of the place strategy
- coordinates state agencies
- sets priorities for Camellia–Rosehill.

The department will work closely with Transport for NSW and other agencies such as School Infrastructure NSW to further investigate, plan, fund and deliver the infrastructure.

The department and responsible agencies will need to consider the timing of the provision of infrastructure when rezoning land in the precinct to ensure that growth is matched with the infrastructure necessary to support it.

Governance and collaboration approaches will:

- foster a collaborative/ networking environment, with ongoing close communication with landowners and businesses within the precinct
- coordinate activity between state agencies to maximise public sector benefits and investment
- communicate ongoing public investment and initiatives in and around the area to attract industry and business
- investigate representation within the governance frameworks to ensure the ongoing participation of Aboriginal groups.

Right: Aerial view of the Parramatta Light Rail Stage 1 under construction, looking from the precinct towards the Parramatta CBD.
Credit: Transport for NSW



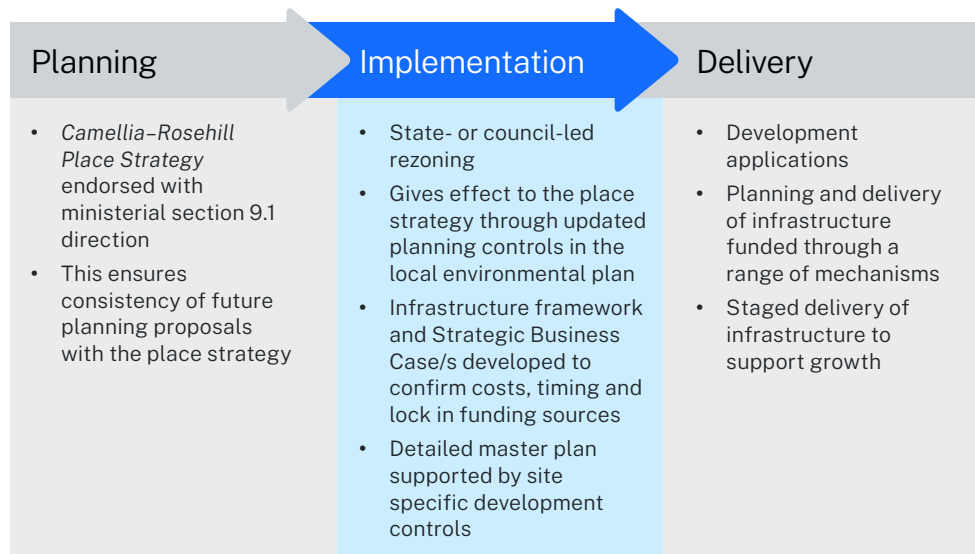
Implementation pathways

This place strategy seeks to inform the community of the future direction and vision for the Camellia–Rosehill precinct over the next 20 years. It is the first step in realising the vision for Camellia–Rosehill.

A ministerial direction under section 9.1 of the *Environmental Planning and Assessment Act 1979* enables development to progress in line with this place strategy and infrastructure opportunities. The local planning direction provides the statutory weight by requiring future planning proposals to be consistent with this place strategy.

Updated land-use zones and development controls will be implemented through amendments to the *Parramatta Local Environmental Plan 2011* and new site specific development controls. This could either be through a state- or council-led rezoning. It is not proposed to consider site specific planning proposals given a precinct-wide approach is required to implement the Place Strategy.

Refer to Table 4: Actions to implement the Place Strategy on page 95 for more information.



Right: Ecological areas of the precinct, including the wetland, will be protected through the rezoning process.



Infrastructure funding and delivery

The successful delivery of this place strategy for Camellia–Rosehill will require substantial investment over many years on the remediation of contaminated lands, new transport infrastructure, opening up the foreshore, development of social infrastructure and the creation of quality open space. Preliminary investigations indicate that more than \$1.63 billion in infrastructure investment may be required to support the delivery of the precinct vision.

Infrastructure delivery needs to be staged appropriately to ensure it aligns to growth and delivers good place outcomes.

Figure 15 on page 90 provides a map of infrastructure items and their indicative locations proposed for delivery under this plan.

A mix of mechanisms are proposed to fund and deliver essential infrastructure, and it will be important for state agencies, local councils, landowners and industry to work collaboratively.

We have tested the feasibility of various development scenarios to ensure a high standard of residential amenity and supporting social infrastructure, while promoting employment and productivity outcomes.

An infrastructure delivery plan has been prepared that identifies infrastructure funding would be sourced through various mechanisms based on the type, scale and location of proposed infrastructure, as outlined in Table 2: Infrastructure mechanisms proposed on page 89. This plan identifies that developer and landowner funding mechanisms could provide around \$959 million over 20 years, reflecting a funding gap of around \$673 million.

The infrastructure delivery plan is based on high-level and preliminary cost estimates, and further assessment is needed. The infrastructure opportunities and delivery pathways will also require further refinement through more detailed studies to support the rezoning stage. To ensure maximum feasibility the more detailed studies should focus on innovative, efficient and sustainable infrastructure solutions to support the precinct.

Most infrastructure proposals, in particular transport initiatives, are not funded or committed. As a result, they should be regarded as initiatives subject to further development, scoping, business case investigation and investment decisions.

A Strategic Business Case/s will need to be progressed by Government to address the infrastructure funding gap.

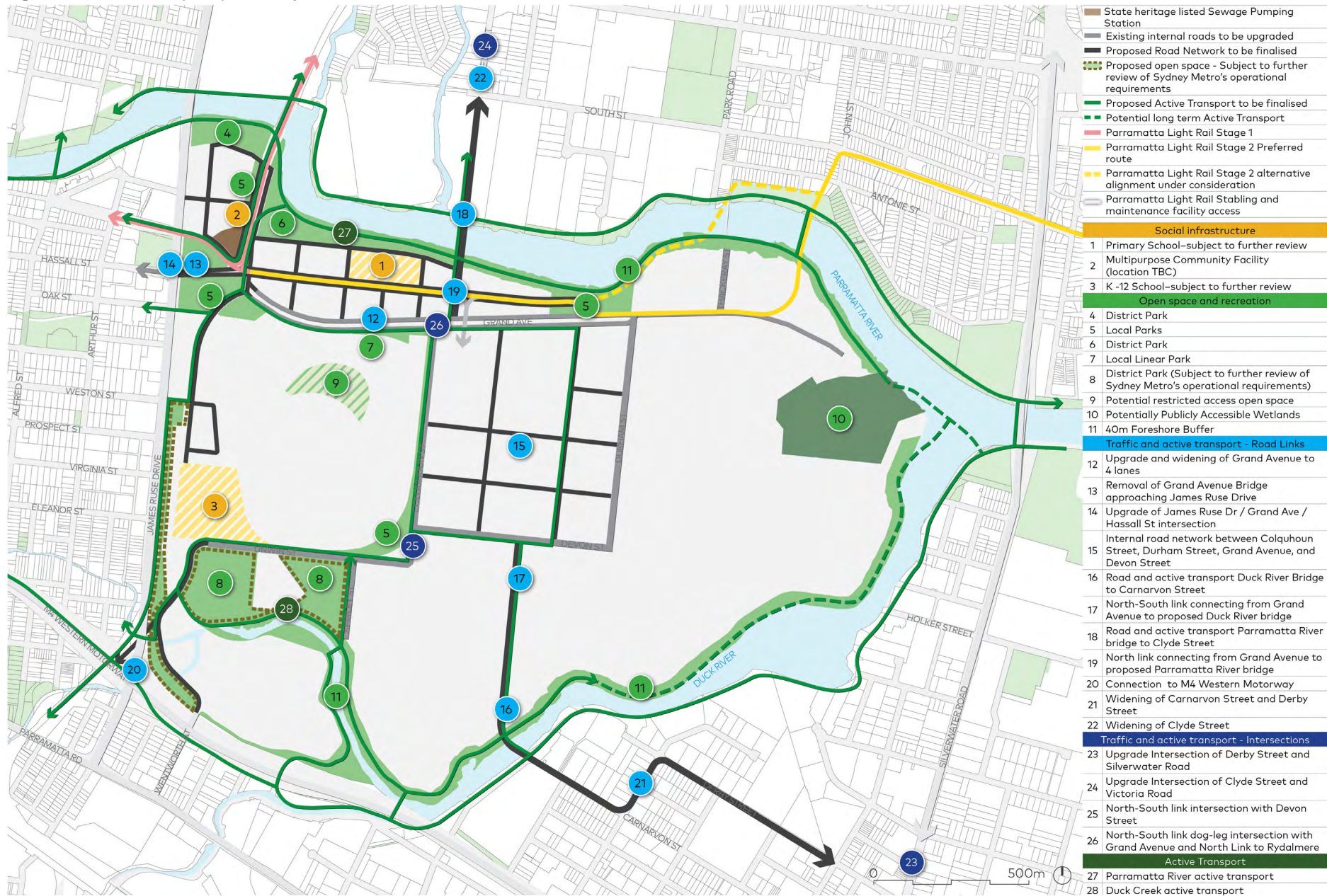


Funding is required to deliver the transport and social infrastructure for the precinct, such as libraries.

Table 2: Infrastructure mechanisms proposed

Infrastructure type	Key features	Mechanisms
Infrastructure to enable individual site development	<p>These are the infrastructure requirements necessary for individual sites to be redeveloped to higher order uses. Site-level infrastructure needs include:</p> <ul style="list-style-type: none"> access into the site, including new roads that service the development, and potential improvements to roads that are necessary to accommodate the proposed growth all utilities and other infrastructure to service a particular site, including drainage, where the base/trunk infrastructure is available. private open space and improvements/upgrades to public domain fronting the development site, such as footpaths and lighting. 	<p>At the developer's cost via:</p> <ul style="list-style-type: none"> conditions of development consent user fees and charges (for utilities) <p>Where a developer provides additional infrastructure to the minimum required, planning agreements can be used.</p>
Shared infrastructure within the precinct	<p>Costs of shared demand infrastructure in a precinct are typically shared between all developers of a precinct. Shared demand infrastructure includes:</p> <ul style="list-style-type: none"> district/local open space community facilities higher order road upgrades that will benefit multiple developments active transport linkages land dedications to support transport initiatives. <p>Because the need is generated by multiple developments, these are often items included in a council contributions plan. Developers are required to either make a cash contribution under Section 7.11 or Section 7.12 of the <i>Environmental Planning and Assessment Act 1979</i> toward provision of infrastructure or offer to provide the work instead of making cash payments.</p> <p>An alternative to conventional contributions is the use of 'key sites' local environmental plan provisions. This approach identifies specific sites on which development is contingent on the developer providing infrastructure that gives a broader public benefit.</p>	<p>Key sites planning provisions is the planning instrument to facilitate direct developer delivery of infrastructure items on particular sites.</p> <p>Where key sites provisions can't be used, the following are to be imposed on all developments to help fund shared infrastructure:</p> <ul style="list-style-type: none"> local infrastructure contributions plans regional infrastructure contributions. <p>These mechanisms can be complemented by a special local area rate on all landowners in the precinct to ensure existing use beneficiaries meet some of the infrastructure costs.</p> <p>Current uses are likely to be a feature of future development because of the extra capacity afforded by the proposed new connections to external arterial routes leading to increased heavy vehicle demand. In other words, extra traffic and extra land value will be generated on current industrial sites using their existing approvals or existing use rights.</p>
Shared infrastructure items external to the precinct	<p>These infrastructure item costs are typically shared between developers and government (state and/or local). In the case of Camellia–Rosehill, this includes the major road access upgrades and water crossings needed to allow further development of the precinct.</p> <p>Vehicle bridge crossings and new or upgraded roads connecting them would serve development in the precinct and may also meet a broader need.</p> <p>This user profile suggest that costs should be shared between landowners, developers of land in the precinct and by taxpayers.</p>	<p>As for 'shared infrastructure within the precinct' plus state budget allocations.</p>

Figure 15: Infrastructure plan (preliminary)



A new regional infrastructure contribution framework

A new Regional Infrastructure Contribution (RIC) framework is proposed to replace the Special Infrastructure Contributions (SIC) framework. It will provide a simpler, more strategic and consistent approach to funding state and regional infrastructure. The RIC (Base Contribution) is a standard broad-based charge applying to residential, industrial, commercial and retail development.

The Camellia–Rosehill precinct is in the Greater Sydney RIC region. The base RIC rates applicable to the Camellia–Rosehill precinct are:

- \$10,000 per residential unit
- \$15 per m² of new gross floor area for industrial development
- \$30 per m² of new gross floor area for commercial or retail uses.

Similar to other infrastructure contributions frameworks, the RIC is proposed as a developer contribution supplementing infrastructure funding through other budget processes. Based on the proposed development yield of the Camellia–Rosehill precinct, there is potential to collect approximately \$1.0 billion in

contributions. This will then form part of the overall RIC investment program, which is expected to generate approximately \$700 million per annum across the Greater Sydney region.

The RIC framework includes a new approach to strategic and infrastructure planning. A RIC fund will be established and incorporated into new infrastructure planning, delivery and budgeting mechanisms. This will ensure state agencies align new infrastructure with potential new growth. Eligible infrastructure identified for the Camellia–Rosehill precinct will be delivered through this program and other state funding mechanisms, forming part of the prioritisation process for growth infrastructure in the Greater Sydney region.

In addition to the base contribution, the RIC includes a transport project component that can also apply to new development within a specified service catchment of a major transport project. It aims to ensure that developers contribute towards the cost of major transport infrastructure that results in a significant uplift in their property values. While this opportunity exists in Camellia–Rosehill to support the delivery of the Parramatta Light Rail project, further work is needed to determine the service catchment and contribution rate and whether it will be applied.

Staging

The delivery program sets the course for the staged delivery of land for new homes and jobs in the precinct and coordinates the delivery of infrastructure. The forward program for rezoning will be staged to align with public and private infrastructure commitments.

The end-state integrated master plan sees the realisation of an integrated urban renewal of the full precinct, while facilitating the continued operation and retention of the strategic employment lands and urban services uses. Careful consideration of staging of development and operating industries will be required to ensure land use conflicts can be managed. The timing, order and detailed resolution of each sub-precinct will be further resolved as part of ongoing investigations in the precinct. However, this place strategy and its supporting documents provide a precinct-wide perspective and enable coordinated delivery, while allowing flexibility to accommodate future changes in land-use demands and community needs in subsequent planning and development phases.

Right: Development contributions help to fund public infrastructure, including parks and playgrounds, that support the new residents, workers, and visitors of the precinct.



Table 3: Proposed staging

Timeframe	Infrastructure	Employment	Town centre, residential and entertainment precincts
Short term (0 to 5 years)	<ul style="list-style-type: none"> Parramatta Light Rail stabling yard delivered Parramatta Light Rail Stage 1 operating Parramatta Light Rail Stage 2 – preferred route decided and construction commenced* Planning, design and feasibility of transport initiatives Educational facilities** Planning and design of social infrastructure and open space 	<ul style="list-style-type: none"> Ongoing industrial activity, with growth associated with development applications in the pipeline Progress development of the entertainment precinct, capitalising on existing entertainment facilities and connections to the Parramatta CBD 	<ul style="list-style-type: none"> Start of planning and remediation works Early stage works for unconstrained development sites Works for open space and community infrastructure to support early stage development
Medium term (5 to 10 years)	<ul style="list-style-type: none"> Sydney Metro West stabling yards delivered Parramatta Light Rail Stage 2 delivered* Deliver the initial road network enhancements: <ul style="list-style-type: none"> Grand Avenue/James Ruse Drive intersection upgrade M4 connection Road connections across Parramatta River and Duck River Upgrades to Carnarvon and Derby Street, and Derby Street/Silverwater Road intersection First stage of active transport links Town centre enabling works Foreshore access Bus services established 	<ul style="list-style-type: none"> Continued growth of industrial and urban services Start of finer grain development through the urban services precinct Consolidation of city building uses with access to enhanced wastewater and renewable energy supply (including battery storage facilities, subject to private sector investment) Upgrades to Carnarvon and Derby Street, and Derby Street/Silverwater Road intersection 	<ul style="list-style-type: none"> Initial development on remediated sites and on sites with few constraints once the base infrastructure for the precinct is established Early stage town centre enabling works, including district park and early community facilities Further development of the entertainment precinct
Long term (10 to 20+ years)	<ul style="list-style-type: none"> Active transport links completed Additional educational facilities** 	<ul style="list-style-type: none"> More employment growth within and adjacent to the town centre Establishment of a new road network through the urban services precinct Consolidation of a circular economy built around businesses supporting city building and operation, including water treatment, energy generation and materials recycling 	<ul style="list-style-type: none"> Gradual development of the town centre supported by social infrastructure, Parramatta Light Rail and road upgrades Build out of remediated sites

All initiatives are indicative only and subject to design, detailed feasibility review and funding commitments

*The NSW Government has committed \$602.4 million for Parramatta Light Rail Stage 2 to commence the detailed planning process and early works for the delivery of a new bridge crossing the Parramatta River between Wentworth Point and Melrose Park.

**The locations and timing of educational facilities are under investigation and subject to further review by School Infrastructure NSW.

Next steps

The preparation of this *Camellia–Rosehill Place Strategy* is the first key step in realising the vision for the precinct.

The next stage will be the rezoning process. This will include further investigations to establish the detailed development controls for the precinct – such as setting the planning controls for matters like land uses, built form, and urban design considerations, as well as management and mitigation of environmental risks and hazards, such as flooding and contamination.

Timing and sequencing of infrastructure and funding arrangements are intended to be resolved as part of developing the infrastructure framework and through the Strategic Business Case/s, subject to securing funding for these processes.

The Place Strategy is proposed to be implemented through larger scale planning proposals to ensure a precinct-wide approach is taken to resolving key considerations as detailed throughout this document (in the implementation pathways

section). Given the complexity of these matters, and the need to deliver a holistic, coordinated solution, the rezoning process will be undertaken on a precinct-wide basis, led by either the department, or the City of Parramatta Council. It is not proposed to consider site specific planning proposals given a precinct-wide approach is required to implement the Place Strategy. Engagement and collaboration with the local community, Aboriginal stakeholders, landowners, agencies, and other interested organisations will continue throughout the rezoning process.

More Information

For more information on the Camellia–Rosehill precinct, including technical studies, engagement reports, and the latest updates, visit www.planning.nsw.gov.au/Camellia

For any questions, please contact the Department of Planning and Environment on 1300 420 596 or via email at information@planning.nsw.gov.au



A range of open spaces, including for sports, will be provided in the rezoned Camellia–Rosehill precinct.

10

Appendix

Summary of actions to
implement the place
strategy

Bidgee Bidgee Bridge, which carries the Parramatta Light Rail line and a shared pathway over James Ruse Drive, at the entry to the Camellia–Rosehill precinct



Table 4: Actions to implement the Place Strategy

Action	Lead	Support	Timeframe
Strategic Direction 1 Recognise and celebrate Country (Nura) and heritage			
1.1. Establish an Aboriginal community reference group to participate in decision making, ensure agency and guide opportunities for restoring and enhancing places. This may be integrated with current consultative arrangements.	Department of Planning and Environment, City of Parramatta	Aboriginal Stakeholders	Rezoning and development application stages
1.2. Facilitate partnerships between future housing developers and Aboriginal community housing providers to deliver on NSW Aboriginal Housing Office commitments for affordable housing for Aboriginal residents.	Department of Planning and Environment	City of Parramatta	Rezoning
1.3. Explore economic opportunities for Aboriginal people, such as partnerships between local businesses and Aboriginal enterprises.	City of Parramatta, Aboriginal Stakeholders	Department of Planning and Environment	Ongoing
1.4. Explore opportunities for social infrastructure and public places to support Aboriginal culture, such as meeting and performance spaces, an Aboriginal cultural facility, which may include a nursery for propagation of endemic species, and public domain/landscape spaces for cultivating plants.	City of Parramatta, Aboriginal Stakeholders	Department of Planning and Environment	Rezoning and development application stages
1.5. Consider impacts on Country (Nura) when developing land (in particular impacts of construction of bridges on mangroves and wetlands) and prioritise environmental restoration and Caring for Country flood management through natural processes, i.e., water-sensitive urban design.	Landowners, Development Applicants	Department of Planning and Environment, City of Parramatta, Department of Primary Industries – Fisheries	Development application stage
1.6. Commit to remediating the site over the long term, including decontamination, clean water initiatives and healthy habitats/corridors.	Department of Planning and Environment, Landowners, Development Applicants	City of Parramatta, Environment Protection Authority	Ongoing
1.7. Continue to protect heritage and develop management plans in consultation with Aboriginal communities to protect, conserve and interpret artefacts.	Department of Planning and Environment, Aboriginal Stakeholders	City of Parramatta, Landowners	Development application stage
1.8. Establish protocols that will: <ul style="list-style-type: none"> recognise Country (Nura) to guide future consultation, including ensuring the use of Dharug language throughout the precinct and integrating public art commissioned from local Aboriginal arts practitioners into public spaces embed landscape-led design and Connecting with Country as key principles of the planning framework. 	Department of Planning and Environment, Aboriginal Stakeholders	City of Parramatta	Rezoning
1.9. Facilitate ongoing discussions between Viva Energy and the City of Parramatta Council to explore the possibility of opening the Viva wetlands for public access.	Department of Planning and Environment	City of Parramatta, Viva Energy, Environment Protection Authority	Ongoing

Action	Lead	Support	Timeframe
Strategic direction 2 Boost economic activity and employment opportunities			
2.1. Investigate business attraction opportunities by engaging with current and prospective businesses and landowners.	Department of Planning and Environment, NSW Treasury	City of Parramatta	Rezoning
2.2. Support the ongoing development of a circular economy precinct in line with the <i>NSW Waste and Sustainable Materials Strategy 2041</i> and circular economy principles, by strengthening local infrastructure and amenity and further investigating opportunities to support the operational needs of businesses.	Department of Planning and Environment	City of Parramatta, Utility Providers	Ongoing
2.3. Focus on attracting the infrastructure and environment industries in the urban services and industrial areas as identified in the <i>NSW 2040 Economic Blueprint</i> .	Department of Planning and Environment, NSW Treasury	City of Parramatta	Ongoing
2.4. Investigate the need for a retail demand assessment.	Department of Planning and Environment	City of Parramatta	Rezoning
Strategic direction 3 Improve access and sustainable travel options and choices			
3.1. To enable further detailed investigation of potential transport investments, as a priority prepare an integrated transport study, incorporating further strategic needs assessment and feasibility analysis for new and improved transport initiatives, including but not limited to: <ul style="list-style-type: none"> • Parramatta Light Rail Stage 2 • localised bus services servicing the precinct • a fine grain street grid within the precinct • a bridge connection across the Parramatta River, providing access to Rydalmere and Victoria Road • potential connections to the M4 Motorway potentially via Unwin Street • a new bridge connecting Devon Street to Carnarvon Street in Silverwater • reconfigured access arrangements at the James Ruse Drive / Grand Avenue intersection to prioritise regional traffic along James Ruse Drive and encourage sustainable travel choices to and from the precinct. These actions will inform the development of concept layouts for specific transport initiatives in order to identify potential property requirements.	Transport for NSW, Department of Planning and Environment	City of Parramatta, School Infrastructure NSW	Rezoning
3.2. Continue to work with Transport for NSW to ensure integration of the Sydney Metro Clyde Maintenance and Stabling facility and Parramatta Light Rail to deliver good place outcomes.	Department of Planning and Environment	Transport for NSW	Place strategy and rezoning stages

Action	Lead	Support	Timeframe
Strategic direction 4 Deliver high-quality place outcomes			
4.1. Prepare a delivery plan to ensure the required social infrastructure and open space is available when development occurs.	Department of Planning and Environment	City of Parramatta, School Infrastructure NSW	Rezoning
4.2. Prepare a Public Domain Strategy for the precinct. Specific elements for inclusion in the Strategy are: <ul style="list-style-type: none"> • Design requirements (such as lighting and signage) for safe pedestrian and cycle routes/connections to and from the town centre and entertainment sub-precinct in all directions • Design considerations for flood-resilient buildings and open spaces • A Public Spaces Activation Framework, utilising the <i>NSW Guide to Activation</i> and <i>NSW Guide to Preparing an Activation Framework</i> • A delivery plan which ensures the required enabling digital connectivity and infrastructure are included in the public domain and open spaces. Delivery plan is to refer to the <i>NSW Smart Public Spaces Guide</i>. 	City of Parramatta	Department of Planning and Environment, Transport for NSW	Rezoning
4.3. Consult with businesses and landowners to discuss how current odour and air emissions can be mitigated to meet the future requirements and minimise the potential for land-use conflict.	Department of Planning and Environment	City of Parramatta, Environment Protection Authority	Rezoning
4.4. Continue to consult with Sydney Water to investigate measures to mitigate odour impacts and confirm the exact odour buffers.	Department of Planning and Environment, City of Parramatta, Sydney Water	Environment Protection Authority	Rezoning
4.5. Continue investigating the suitability of surplus land at the Clyde Stabling Facility for district open space, taking into account Sydney Metro's operational requirements.	Department of Planning and Environment, Transport for NSW, Sydney Metro	City of Parramatta	Ongoing
4.6. Continue investigating the suitability of sites for educational facilities.	School Infrastructure NSW	Department of Planning and Environment	Rezoning
4.7. Undertake further consultation with Ampol regarding the layout of development in the north west of the precinct in proximity to the fuel pipeline.	Department of Planning and Environment	Ampol	Ongoing
4.8. Establish arrangements for the remediation, dedication, embellishment and long-term maintenance of the foreshore.	Department of Planning and Environment, City of Parramatta	Environment Protection Authority, Landowners and Developers	Rezoning and development applications
4.9. Continue to ensure adequate provision and operation of existing and new utility infrastructure	Utility providers	Department of Planning and Environment, City of Parramatta, Landowners	Ongoing

Action	Lead	Support	Timeframe
Strategic direction 5 Be net zero ready by 2040 and deliver a holistic approach to environmental management and sustainability			
5.1. Prepare precinct-wide documentation to support the planning process including: <ul style="list-style-type: none"> • precinct-specific development control plan or a standalone contaminated land action plan • precinct-wide concept-level remediation strategies • precinct capping and containment plan • precinct-wide hydrogeological and groundwater quality including (but not limited to) chromium, chlorinated hydrocarbons and petroleum hydrocarbons 	Department of Planning and Environment, City of Parramatta	Environment Protection Authority	Rezoning
5.2. Investigate governance mechanisms for precinct-wide remediation and/or contamination management activities.	Department of Planning and Environment	City of Parramatta, Environment Protection Authority	Ongoing
5.3. Review options, including treatment and reuse, to accommodate surplus spoil (soil/fill) within the precinct.	Department of Planning and Environment	City of Parramatta, Environment Protection Authority	Ongoing
5.4. Work and consult with landowners and developers to stage remediation appropriately.	Department of Planning and Environment, Environment Protection Authority, City of Parramatta	Landowners, Developers	Rezoning and development application stages
5.5. Facilitate a precinct-wide groundwater remediation approach, including: <ul style="list-style-type: none"> • investigating the implementation of specific remediation technologies to deal with precinct-wide groundwater contamination such as: <ul style="list-style-type: none"> – installation of an in-ground permeable reactive barrier along the Parramatta River foreshore – ongoing monitoring of natural attenuation, with the adoption of remediation corridors (easements) to facilitate future groundwater remediation programs as new technologies become available. 	Environment Protection Authority, Department of Planning and Environment	City of Parramatta, Landowners	Rezoning
5.6. Explore opportunities for the development of a funding framework, including mechanisms that would help support the implementation of groundwater remediation.	Department of Planning and Environment	City of Parramatta, Environment Protection Authority	Ongoing
5.7. Explore options for precinct-scale renewables with utility providers and other private sector providers.	Department of Planning and Environment, City of Parramatta	Landowners	Ongoing

Action	Lead	Support	Timeframe
5.8. Collaborate with AquaNet, Sydney Water and private utilities to deliver recycled water to the precinct.	Department of Planning and Environment, City of Parramatta	Utility Providers, Landowners	Ongoing
5.9. Explore opportunities to process waste at facilities such as EarthPower or develop an agreement with a processing service to process organic waste using modular organic waste processing units on an industrial site within the precinct. Alternatively, explore implementing a food and garden organics collection service within the future precinct with the City of Parramatta Council.	City of Parramatta	Department of Planning and Environment, Landowners	Ongoing
5.10. Leverage NSW Treasury's investor relationships, both foreign and domestic, to attract a pipeline of future-focused industries to the Camellia-Rosehill industrial precinct to promote renewal and the circular economy.	Department of Planning and Environment	NSW Treasury, City of Parramatta	Ongoing
5.11. Consider incentives to encourage revegetation or restoration of surplus/unused private land with native/endemic species.	Department of Planning and Environment, City of Parramatta	Landowners, Aboriginal Stakeholders	Rezoning
5.12. Explore native/endemic species targets for private developments.	Department of Planning and Environment, City of Parramatta	Landowners	Rezoning
5.13. Investigate opportunities for buffers to the wetland.	Department of Planning and Environment, City of Parramatta	Viva Energy	Rezoning
5.14. Prepare a precinct-wide flood risk study and plan that includes: <ul style="list-style-type: none"> a detailed flood model for the site based on the best available 2-dimensional modelling. The model should include all current and known proposed developments (such as the Sydney Metro and Light Rail projects). The model should consider all flood events up to and including the probable maximum flood, as well as climate change projections identification of potential on- and off-site impacts from filling and capping, and mitigation of these impacts for all events up to probable maximum flood identification of compatible land uses against flood hazard categorisations in accordance with the <i>'Managing the Floodplain: A Guide to Best Practice in Flood Risk Management in Australia'</i> (Handbook 7, Australian Institute for Disaster Resilience, 2017) and the NSW Government's <i>'Floodplain Development Manual'</i> (2005) or latest guidelines 	Department of Planning and Environment, City of Parramatta	NSW State Emergency Service	Rezoning

Action	Lead	Support	Timeframe
5.15. Develop planning guidelines/controls based on the recommendations of the integrated water cycle management strategy implementation report, and consistent with the <i>Risk-based Framework for Considering Waterway Health Outcomes in Strategic Land-use Planning Decisions</i> (2017), and priorities and actions in other relevant strategies, including the <i>Central City District Plan</i> (2018), and <i>Duba, Budu, Barra: Ten Steps to a Living River – the Parramatta River Masterplan</i> (2018).	Department of Planning and Environment, City of Parramatta	Sydney Water, Department of Primary Industries – Fisheries	Rezoning
5.16. Undertake further engagement with the NSW State Emergency Service to understand emergency management for the precinct and evacuation versus ‘shelter-in-place’ approaches to a flood emergency. Engagement should inform updates to the local flood plan, such as including any new roads that service the precinct.	Department of Planning and Environment	NSW State Emergency Service	Rezoning
5.17. Prepare an evacuation study that considers the flood risks for the precinct.	NSW State Emergency Service	Department of Planning and Environment	Rezoning
5.18. Consult with the NSW State Emergency Service and other emergency service authorities to obtain their advice on the fill approach and access requirements during flood events.	Department of Planning and Environment, City of Paramatta	NSW State Emergency Service, Other emergency services	Rezoning

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